# FORMULA BMW EUROPE 2010

# REGULATIONS

**Incorporating:**
**Formula BMW Europe Rookie Cup**
**Formula BMW Europe Team Trophy**

This is an important document. All Entrants, Teams and Drivers must read these Regulations before completing and signing the relevant Registration and Entry Forms. Please contact the Series Manager if you have any questions in relation to these Regulations.

Only the English text of these Regulations is legally binding.

Any monetary values shown within these Regulations (for example, fees, fines, etc.) are subject to VAT where applicable.

Final Version: December 2009

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# Preamble

The main aim of Formula BMW is to give drivers and teams an equal opportunity to compete on an appropriate budget whilst meeting all of the necessary safety regulations. The British Automobile Racing Club Ltd. ("BARC") has cooperated with BMW AG ("BMW") since 2004 in promoting the development of young drivers through Formula BMW.

# 1 General Regulations

## 1.1 Competition

1.1.1 BARC with the agreement of the Federation Internationale de l'Automobile ("FIA") and the Motor Sports Association Ltd. ("MSA") is organising a series of International Events in 2010, known as Formula BMW Europe 2010 ("Formula BMW Europe").

1.1.2 Formula BMW Europe will include three separate categories for:

- Drivers
- Teams
- Rookie Cup Drivers

## 1.2 General Rules of Competition

1.2.1 The following Regulations shall apply in Formula BMW Europe:-

- The FIA International Sporting Code
- These Sporting and Technical Regulations of Formula BMW Europe ("these Regulations")
- The Sporting and Technical Bulletins issued by the Series Manager
- The Specific Regulations of the Individual Meetings

1.2.2 Any changes to the Sporting and Technical Regulations are subject to approval by the Organising Committee, which shall in turn be lodged with the FIA. Each Entrant, Team and Driver (collectively known as "the Competitor") registered in Formula BMW Europe shall be informed of any changes to the Regulations with details of the date on which the changes come into force.

1.2.3 Each Competitor confirms their acceptance to abide by these legal provisions with their signatures on the Registration Form. It is the Competitor's responsibility to ensure that all persons concerned with their entry observe all the requirements of all of the documents listed in Regulation 1.2.1.

1.2.4 In these Regulations the nomenclature definitions and abbreviations specified in the FIA International Sporting Code shall be adopted unless specifically provided for in these Regulations. Commonly used terms may be found within Appendix E (Glossary).

1.2.5 The Organising Committee of Formula BMW Europe, which holds all powers to organise Formula BMW Europe, is made up of the following members:-

| | |
|---|---|
| Chairperson: | Miss Adrienne WATSON |
| Voting Members: | Mr. Matthias SCHEPKE |
| | Mr. Ian WATSON |

BARC reserves the right to change the composition of the Organising Committee at their sole discretion without giving notice.

## 1.3 Officials

1.3.1 The following Officials shall be nominated for each Meeting by the Organising Committee:-

- A Steward, the Chairman of the panel of Stewards
- A Series Manager responsible for Competitor organisation
- A Race Director
- A Chief Scrutineer
- An Assistant Chief Scrutineer
- A team of Formula BMW Technicians
- A Tyre Administrator

1.3.2 The local Organiser will nominate the following Officials, who must hold the required licences:-

- Two Stewards
- A Clerk of the Course
- A Starter
- A Secretary of the Meeting
- A Secretary to the Stewards
- A Chief Medical Officer and a team of suitably qualified medical staff
- A Safety Car driver, with an English speaking Safety Car Observer
- Judges of Fact
- Timekeepers
- Safety Scrutineers
- All other Officials required for the smooth running of the Meeting

1.3.3 The Clerk of the Course shall operate in permanent consultation with the Race Director. The Race Director shall have authority over the Clerk of the Course, who shall not issue any orders without the consent of the Race Director in the following areas:-

a) Controlling the Free Practice Session, Qualifying Session and Races, adherence to the timetable and, if deemed necessary, any requests made to the Stewards to modify the timetable in accordance with the provisions of the FIA International Sporting Code and these Regulations.

b) Stopping a Car in accordance with the provisions of the FIA International Sporting Code and these Regulations.

c) Stopping the Free Practice Session or Qualifying Session or suspending a Race in accordance with these Regulations, if deemed necessary for safety reasons, and the restart procedure after a suspension.

d) The Starting procedure.

e) Use of the Safety Car.

1.3.4 The Race Director must be in contact (in person or by radio) with the Clerk of the Course and the Chairman of the Stewards at all times when cars are permitted to run on the Track. Furthermore, the Clerk of the Course must be in the Race Control Room and in radio contact with all Marshals' posts at all times when cars are permitted to run on the Track.

# 2 Meetings and Rounds (Races)

2.1 Formula BMW Europe will be contested over 16 Rounds ("Races") at 8 Meetings. One Race is scheduled on Saturday and one Race is scheduled on Sunday at each Meeting.

However, the Organising Committee reserves the right to amend this and any such amendment will be advised by Bulletin.

2.2 The list of Meetings in Formula BMW Europe is as follows:-

| Date | Country | Circuit | Races |
|---|---|---|---|
| 7-8-9 May | Spain | Barcelona | 1 & 2 |
| 4-5-6 June | Netherlands | Zandvoort | 3 & 4 |
| 25-26-27 June | Spain | Valencia | 5 & 6 |
| 9-10-11 July | England | Silverstone | 7 & 8 |
| 23-24-25 July | Germany | Hockenheim | 9 & 10 |
| 30-31 July-1 August | Hungary | Budapest | 11 & 12 |
| 27-28-29 August | Belgium | Spa-Francorchamps | 13 & 14 |
| 10-11-12 September | Italy | Monza | 15 & 16 |

The Organising Committee reserves the right to change the dates of the scheduled Meetings and the circuits where Meetings take place, with the permission of the FIA.

2.3 Two Races, each lasting for approx. 25 minutes from the start of race signal to the end of race signal, each preceded by a Formation Lap, will be held at each Meeting. The distance will be converted into a specific number of laps and announced in a Bulletin for each Meeting.

If the leading driver has not achieved the defined race distance after 25 minutes have elapsed, the leader will be shown the chequered flag the next time they pass the Finish Line. In this case, notification of the last lap may be advised to Competitors by the showing of a board on the Start/ Finish Line.

# 3 Sporting Regulations

## 3.1 Drivers

3.1.1.

a) Drivers must be registered for Formula BMW Europe and must be in possession of:

- a valid Competition Racing Licence of grade “International C”, issued by an ASN affiliated to the FIA; and

- foreign entry approval from the ASN who issued the Licence to the Driver; and

- a Medical Certificate of Aptitude.

Note: Formula BMW Europe has been designated specifically by the FIA to allow national licence holders to serve the necessary period of probation (satisfactory competition in at least 5 ASN-sanctioned circuit races) to upgrade to an “International C” Competition Racing Licence within Formula BMW Europe. National licence holders must enrol and actively participate in the Formula BMW Education & Coaching Programme, at their own cost (unless they are a Formula BMW Junior), as a condition of Registration.

b) Drivers having previously held a Competition Racing Licence of grade “International A” or a "Super Licence" (according to the FIA Licence Regulations) are not eligible, even as Guest Drivers.

Drivers having previously competed in a Championship, Series or individual Meetings where the Regulations require them to have held a Competition Racing Licence of grade "International A" or higher are not eligible even as Guest Drivers.

c) Drivers having previously participated in more than two Meetings in a Championship, Series or individual Meeting where the Regulations require them to have held a Competition Racing Licence of grade "International B" (according to the FIA Licence Regulations) or higher are not eligible even as Guest Drivers.

3.1.2 Drivers must be fully paid up current Racing Members of the BARC.

3.1.3 As a minimum, Drivers must have passed their 16th birthday before 1 January 2010.

A derogation of this Regulation 3.1.3 may be applied for by a Driver's ASN and granted if the FIA decides it is justified by the Driver's record of results and experience, which must be submitted and certified by the Driver's ASN and must include at least two years of ASN-sanctioned competition. In order for a Driver to compete under such derogation, formal written FIA approval must be lodged with the Series Manager upon Registration. Drivers competing under such derogation must enrol and actively participate in the Formula BMW Education & Coaching Programme, at their own cost (unless they are a Formula BMW Junior), as a condition of Registration.

However, irrespective of satisfying the derogation of the FIA Regulation above, as a minimum Drivers must have passed their 15th birthday on or before 31 December 2010 in order to be accepted for Registration.

3.1.4. A Driver must declare all previous race experience (Championship, Series or individual Meeting) on their Registration Form.

a) The Organising Committee reserve the right, at their discretion, to reject the Registration of a Driver with previous experience of competing in any Championship, Series or individual Meeting in a race car utilising a power output in excess of 210bhp.

b) The Organising Committee reserve the right, at their discretion, to reject the Registration of a Driver who has participated in more than 20 Meetings in any Championship, Series or individual Meeting (excluding any recognised Formula BMW Championship or Series) in a race car utilising a power output of 210bhp or less.

c) The Organising Committee reserve the right, at their discretion, to reject Registrations from Drivers with previous car racing experience not specifically listed above and those currently competing in other single seater Formulae Racing Series and/ or Championships (with the exception of other Formula BMW Series).

3.1.5 A Driver (other than a Guest Driver) is only allowed to participate in a maximum of three Meetings in a race series other than Formula BMW Europe. Of these three permitted Meetings, a maximum of two Meetings may be in a race series other than Formula BMW. This Regulation encompasses the period from 1 February 2010 until the final Meeting comprising Formula BMW Europe has been completed.

A Driver who has participated in another race series prior to Registration must declare this in writing upon their Registration Form. A Driver participating at a Meeting in another race series post Registration must declare this in writing to the Series Manager prior to the Meeting concerned taking place.

If a Driver races in a Series or individual Meeting on a Track that is still to host a Meeting of Formula BMW Europe, they may compete in the Series/ Meeting but they will not be permitted to participate in the Free Practice Session for Formula BMW Europe on that respective Track.

3.1.6 Drivers registered in other International Formula BMW series during 2010 are limited to an entry for three Meetings of their choice and subject to satisfactorily completing the Registration and entry process by the deadline imposed by the Organising Committee. For the avoidance of doubt, these Drivers will compete as Guest Drivers in accordance with Regulation 3.3.5.

Such Drivers may be permitted to participate in the Official Test for the Meeting, or a one-day test for each Meeting entered in a Formula BMW car at a venue in the country in which the Meeting will be held or at a venue in the country where the Team entering the Driver is based that does not host a Round of Formula BMW Europe. In these circumstances, approval for such a test will not be granted until the relevant race entry has been submitted and confirmed. A Driver participating in any such test who subsequently withdraws his race entry may be penalised by the Organising Committee of the Series where they are registered for a breach of their Testing Ban.

3.1.7 A breach of any part of this Regulation 3.1 may render the Driver liable for one or more of the following penalties issued the Organising Committee:-

- Fine of up to a maximum of € 10,000.-.
- The transfer of Registration to the status of a Guest Driver (see Regulation 3.3.5).
- Forfeiture of points in the Driver classification even if this results in a negative score.
- Refusal of entry for Formula BMW Europe for up to a maximum of two Meetings and/ or up to a maximum of two Official Tests.
- Exclusion from Formula BMW Europe.

## 3.2 Entrants

3.2.1 Teams must be in possession of an International Entrants Licence issued by an ASN affiliated to the FIA.

## 3.3 Registration

3.3.1 Only Teams who hold a current, valid Commercial Agreement with BMW for Formula BMW Europe may register for Formula BMW Europe.

3.3.2 Each Competitor must apply to register using a set of specific documents, which form Appendix C of these Regulations. These must be completed in full, signed by the Entrant, Owner of the Vehicle, Team and Driver, and be accompanied by the Registration Fee in full in order to be considered. Both of the parents or the legal guardian of the Driver must countersign the Registration application if the Driver is less than 18 years of age. Applications will only be accepted from Teams.

The fully completed and signed Registration Forms must be posted to the Series Manager at the address shown on the Registration Forms to arrive by no later than 12 noon on Friday 29 January 2010. Faxed or emailed applications must be immediately confirmed by the submission of the original copies of the documents by express post.

3.3.3 The Organising Committee will consider all correctly submitted applications for Registration. A Registration is only valid after confirmation by the Series Manager.

Unsuccessful applications will be returned to the Competitor concerned. No form of compensation will be payable by BMW or BARC to unsuccessful applicants.

3.3.4 The Organising Committee reserves the right to accept or reject any Registrations received after 12 noon on 29 January 2010 upon such terms and conditions as they see fit. The Organising Committee will state the grounds for any rejection of a Registration.

3.3.5 Drivers that are not eligible for Registration due to non-compliance with Regulations 3.1.4, 3.1.5 and 3.8, and those Drivers competing under Regulation 3.1.6, may enter as Guest Drivers as set out below.

Guest Drivers may be permitted to register for three individual Meetings at the discretion of the Organising Committee and subject to such conditions as they may stipulate. Guest Drivers will not be entitled to receive points and prize money in the Driver classification and/ or the Rookie Cup classification and/ or the Team Trophy classification.

Such Drivers may be permitted to participate in the Official Test for the Meeting, or a one-day test for each Meeting entered in a Formula BMW car at a venue in the country in which the Meeting will be held or at a venue in the country where the Team entering the Driver is based that does not host a Round of Formula BMW Europe. In these circumstances, approval for such a test will not be granted until the relevant race entry has been submitted and confirmed.

3.3.6

a) Each Team must register three Cars.

b) Each Team may not register more than three Cars. The Organising Committee reserves the right, in exceptional circumstances, to amend or make additions to this Regulation 3.3.6.b) at their discretion. Any such amendments or additions will be advised by Bulletin.

c) Each Team may usually only register one Formula BMW Junior. However, the winning Rookie of the Year 2009 from Formula BMW Europe or Formula BMW Americas (or other Driver awarded a Rookie scholarship at BMW's discretion as substitution to the Rookie of the Year) (who will also be designated a Formula BMW Junior) may elect to register with the Team he was registered with in 2009 and, in this specific case, the Team concerned will be permitted to register two Formula BMW Juniors. In addition, it will be permitted for a Team to enter additional Formula BMW Junior drivers at a Meeting if approved under the terms of Regulation 3.1.6.

Formula BMW Europe Junior drivers shall be known collectively as "Formula BMW Juniors". Formula BMW Juniors are those drivers designated as such by the Series Manager. Such designation shall be notified to Competitors by Bulletin. The drivers who qualify at the Formula BMW Racing Center plus the winning Rookie of the Year 2009 from Formula BMW Europe and Formula BMW Americas (or other Driver awarded a Rookie scholarship at BMW's discretion as substitution to the Rookie of the Year) are eligible to be nominated as Formula BMW Juniors provided that they register for Formula BMW Europe and comply in full with the terms of the Formula BMW Junior Contract. In addition, the Series Manager may, at the direction of BMW, nominate further drivers to be Formula BMW Juniors. Formula BMW Juniors will be supported by BMW in accordance with their Formula BMW Junior Contract.

3.3.7 Teams must be clearly identifiable as independent entries with differing livery, uniform and Paddock presentation. No Team may share name, major shareholder(s) (directly or indirectly), management, premises, equipment, data or documents with another Team registered for Formula BMW Europe, unless in exceptional circumstances and with the prior written approval of the Organising Committee. In the case of sharing of data and/ or documents, the party making the complaint must establish proof of guilt through a Court of Law before action may be taken under this Regulation 3.3.7. Notwithstanding the foregoing, the final decision regarding Team Registration (including their continuing Registration) rests with the Organising Committee.

3.3.8 The Series Manager will issue competition (start) numbers at her discretion between numbers 1 - 50. The number 1 may only be allocated to the highest placed Team in the Team classification of Formula BMW Europe 2009. The numbers are allocated to Teams. If a Driver changes Teams, the Driver will take a number from their new Team.

3.3.9 For Meetings, Teams may change the Driver of each of their Cars on a maximum of three occasions during the course of the season. The Series Manager must be informed, and a new set of Registration Forms lodged with her, a minimum of five working days before the opening of Signing On for the Meeting in which the Driver will be changed. This deadline may only be varied in exceptional circumstances and with the agreement of the Organising Committee.

An application to change a Registration (other than a Driver change) must be made to the Organising Committee whose decision upon the application will be final and who may stipulate terms and conditions as they see fit.

3.3.10.

a) Each Team agrees to actively participate with a minimum of two Cars in the Formula BMW World Final (or equivalent) in 2010 (if scheduled).

b) The Drivers who subsequently finish first, second and third in the final classification of Formula BMW Europe agree to participate in the Formula BMW World Final (or equivalent) in 2010 (if scheduled).

3.3.11 Both the Team and the Driver acknowledge BMW's right to inspect the Agreement between the Driver and the Team. Each Agreement must include an Article that does not allow any side agreements either by word or in writing between the Team and the respective Driver.

3.3.12 Each Competitor agrees generally to promote goodwill towards BMW, BARC and all Competitors, persons and companies involved in Formula BMW Europe. Each Competitor undertakes that proper invoices from suppliers to Formula BMW Europe will be paid within the time scale set down by that supplier.

3.3.13 Withholding information or giving false information will be penalised.

3.3.14 A breach of any part of this Regulation 3.3 may render the Competitor (or the Entrant or Team or Driver individually) liable for one or more of the following penalties issued by the Organising Committee:-

- Fine of up to a maximum of €10,000.
- The transfer of Registration to the status of a Guest Driver (see Regulation 3.3.5).
- Forfeiture of points in the Driver and/ or Team classification even if this results in a negative score.
- Refusal of entry for Formula BMW Europe for up to a maximum of two Meetings and/ or up to a maximum of two Official Tests.
- Exclusion from Formula BMW Europe during 2010 or in the future.

### 3.4 Entry Commitment

3.4.1 Teams whose applications to register are accepted undertake to actively participate in every Meeting with three registered Drivers. Any possible failure to compete must be notified in writing to the Series Manager at the earliest opportunity. A Team who fails to actively participate in a Meeting may be fined the sum of €5,000 by the Organising Committee unless, in the opinion of the Organising Committee, there are exceptional circumstances for the failure to participate. In addition, the Organising Committee may

withdraw the Registration of the Team concerned, without any liability for compensation.

### 3.5 Registration Fee

3.5.1 The Registration Fee is €12,000 per Car for three Cars and is payable by each Team by no later than 12 noon on Friday 29 January 2010. This Registration Fee is fully inclusive of:-

- Organisational Fees for all Meetings comprising Formula BMW Europe.
- 4 complete sets of Formula BMW Europe livery per Car.
- Support Paddock access tickets per Team free of charge (including tickets giving Pit Lane access), as detailed in Regulation 3.9.2.
- Member Lounge tickets per Team free of charge (valid for Friday, Saturday and Sunday at each Meeting) that will be allocated as follows: one to the Team Manager and two to each Driver, as detailed in Regulation 3.9.2.
- Staff catering tickets per Team (valid for Friday, Saturday and Sunday at each Meeting) providing up to three meals per day for an additional fee, as detailed in Regulation 3.9.2.

3.5.2 Payment must be made by direct transfer to the following bank account:

Bank: Lloyds TSB, 22 High Street, Andover, Hampshire, SP10 1NW, United Kingdom

Account Name: British Automobile Racing Club

Account No.: 86137176

Sort Code: 30 – 90 – 21

BIC: LOYDGB21163

IBAN: GB49 LOYD 3090 2186 1371 76

3.5.3 Any Registration Fee is strictly non-refundable.

### 3.6 Introductory Test

3.6.1 The Organising Committee will organise an Introductory Test (covering race theory, start procedure, Safety Car, etc.) for all registered Drivers before the start of the 2010 season as part of an Official Test. All registered Drivers must participate in this workshop (at a venue and on a date to be advised by Bulletin). Any Driver registering for Formula BMW Europe after the Introductory Test has been completed must undertake a personal interview with the Formula BMW Europe Instructor and/ or the Organising Committee before participating in their first Official Test or Meeting (whichever is sooner). Participation in the Driver's first Official Test or Meeting may be denied if the conditions of this Regulation have not been met.

### 3.7 Official Tests

3.7.1 The Organising Committee will organise a maximum of seven Official Tests, which will include the Introductory Test. The dates and venues for these Official Tests will be advised by Bulletin.

Each Team must participate in the Introductory Test and may participate in all other Official Tests.

The Testing Fee to attend the Introductory Test plus all other Official Tests is €13,000 per Car and is payable by each Team for three Cars by no later than 12 noon on Friday 29 January 2010. Payment must be made by direct payment to the BARC bank account as defined in Regulation 3.5.2.

3.7.2 Participation in the Official Tests (other than the Introductory Test) is not mandatory but non-participants will not be entitled to a refund of any proportion of their Testing Fee.

3.7.3 Only original parts defined by the Spare Parts Catalogue (please see Regulation 5.3.2) may be used at an Official Test. Cars that do not comply with this requirement may be excluded from the Official Test.

## 3.8 Test Ban

3.8.1 Competitors are not permitted to test anywhere in the world except as permitted by this Regulation 3.8. This Regulation 3.8 applies to all registered Competitors and those intending to register.

3.8.2 Test Ban 1: From the date of publication of these Regulations until 1 February 2010, Competitors are permitted to test as they wish, with the following exception:

Each Team may only test on one Track of their choice which is part of the prospective Formula BMW Europe 2010 calendar and they must nominate their choice of Track in writing to the Series Manager a minimum of three working days prior to their first test at this Track. The number of test days permitted at this nominated Track is not limited. The prospective Tracks of Formula BMW Europe 2010 have been announced by Bulletin. Testing on the Short Track layouts of certain prospective Tracks is not restricted and these have been announced by Bulletin.

Teams who register in more than one Formula BMW series will be permitted to nominate one prospective Track of their choice within each region. However, such a Team is not permitted to test a driver intending to register in one region on their nominated prospective Track in a different region.

Regulation 3.8.9 also applies during this Test Ban 1 period.

3.8.3 Test Ban 2: From 1 February 2010 until the final Race of Formula BMW Europe has been completed the following conditions shown in Regulations 3.8.4, 3.8.5, 3.8.6, 3.8.7, 3.8.8 and 3.8.9 regarding testing apply.

3.8.4 Only Competitors registered for Formula BMW Europe and Guest Drivers for the Meeting associated with the Official Test may participate in Official Tests, providing that payment of the appropriate Testing Fee has been received in accordance with Regulation 3.7.1.

Drivers who have received approval under Regulation 3.1.5 to race in an International Formula BMW Series Meeting may be permitted to test a Formula BMW car under the terms specifically set down in that Formula BMW Series Regulations for Drivers registered in other International Formula BMW Series.

3.8.5 Competitors should note that testing will be strictly monitored. Between 1 February 2010 and the completion of the final Race of Formula BMW Europe, in the event that the engine of a Competitor's Formula BMW Car has run at more than 2500 rpm on one or more occasions in total for longer than 15 minutes (discounting the time the engine is run at a Meeting or an Official Test or an authorised Unofficial Test), this use will be deemed to be an unapproved Unofficial Test in breach of this Regulation 3.8 unless the prior written approval of the Series Manager has been obtained for such use.

3.8.6 In addition to the Official Tests, Testing will only be authorised as follows:-

a) Drivers who have been accepted to participate in the Formula BMW Europe Rookie Cup may be permitted to carry out tests with a Formula BMW Car at the venue defined by their Team as their "Home Track" on a maximum of three occasions not exceeding

three days in total. Each Team must register their "Home Track" with the Series Manager by no later than seven working days before the first Test is due to commence. A "Home Track" is defined as any venue that does not host a Race of Formula BMW Europe. However, if this venue is outside the country where the Team is based, the Team must test at this venue on consecutive days and may not test there on separate occasions. The Series Manager's prior written approval must be obtained by completing the Unofficial Testing Form in Appendix D and forwarding it to the Series Manager a minimum of seven working days before the Test is due to commence.

b) Teams (but not Drivers) may be permitted to carry out tests with a Formula BMW Car at any venue that does not host a Race of Formula BMW Europe and at any venue which hosts a Race of Formula BMW Europe after that Race (or if more than one Race the final Race) has been hosted. The Series Manager's prior written approval must be obtained by completing the Unofficial Testing Form in Appendix D and forwarding it to the Series Manager a minimum of seven working days before the Test is due to commence.

c) Teams (but not Drivers) may be permitted to test with Cars of formulae other than Formula BMW at any venue.

d) Subject to the prior written approval of the Series Manager, Drivers may be permitted to carry out tests with any Cars of formulae other than Formula BMW at any venue that does not host a Race of Formula BMW Europe and at any venue which hosts a Race of Formula BMW Europe after that Race (or if more than one Race the final Race) has been hosted.

e) Subject to the prior written approval of the Series Manager, Drivers may be permitted to drive a Formula BMW Car in order to participate in a promotional activity that is of benefit to Formula BMW Europe. Only in exceptional circumstances will a Driver be permitted to participate in more than one of these promotional activities during the course of the season.

3.8.7 The Organising Committee reserves the right to send a representative to any Unofficial Test to check compliance with these Regulations and the Competitor must co-operate fully with the representative's checks.

3.8.8 The Organising Committee reserves the right to amend or vary these testing conditions in exceptional circumstances (for example, driver injury, examination commitments). Application for an amendment or variation must be made in writing to the Series Manager who will refer the matter to the Organising Committee. The decision of the Organising Committee in this matter will be final.

3.8.9 Competitors may not accept data from third parties who have obtained the data by participating in an activity that would have been a breach of this Regulation 3.8 if they had been registered for Formula BMW Europe. The party making the complaint must establish proof of guilt through a Court of Law before action may be taken under this Regulation 3.8.9.

3.8.10 A breach of any part of this Regulation 3.8 may render the Competitor (or the Entrant or Team or Driver individually) liable for one or more of the following penalties issued by the Organising Committee:-

- Fine of up to a maximum of €10,000.
- The transfer of Registration to the status of a Guest Driver (see Regulation 3.3.5).
- Forfeiture of points in the Driver and/ or Team classification even if this results in a negative score.

- A ban from participation in a future Official Test or Tests.
- Refusal of entry for Formula BMW Europe for up to a maximum of two Meetings.
- Exclusion from Formula BMW Europe and, in the case of a serious breach, exclude the party concerned from all BMW Championships/ Series worldwide for a period of up to a maximum of two years.

### 3.9 Entry/ Parking Passes

3.9.1 Competitors will be required to submit photographs of their Team members in electronic form by email, together with other pertinent information, upon the request of the Series Manager. Failure to provide photographs and/ or information in the correct format and by the relevant deadline may result in no passes or limited passes being available to the Competitor concerned.

3.9.2 Tickets are only valid if the Driver/ Car concerned is present and actively participating in the Meeting.

Tickets will be allocated as follows:

| **Tickets – Per Car participating** | **1** | **2** | **3** | **4** |
|---|---|---|---|---|
| Support Paddock Tickets | 2 | 4 | 6 | 8 |
| Support Paddock & Pit Lane Tickets | 4 | 6 | 8 | 10 |
| Member Lounge Tickets | 3 | 5 | 7 | 9 |
| Staff Catering Tickets for purchase | 3 | 5 | 7 | 9 |
| Car Passes | 2 | 3 | 4 | 5 |

The time and place for collection of these passes will be advised by Bulletin.

3.9.3 All Team members and associated personnel must wear the appropriate pass or credentials when at the venue during a Meeting in a clearly visible or readily accessible manner at all times. In addition, they must abide by the terms and conditions under which the pass or credential is issued to them. Failure to comply with this Regulation may render the Competitor liable to following penalties (in addition to any penalties that may be imposed by the Issuers of the Pass and/ or the Meeting Organisers):

First Offence: Fine of € 250,-.
Second Offence: Fine of € 500,-.
Third or more Offence: Fine of € 1,000,-.

### 3.10 Paddock

3.10.1 Each Team will be allocated a plot measuring 17.5m x 10.5m in the Paddock at each Meeting, subject to the rules laid down by the Race Organisers. The Truck and all equipment must fit within the area allocated. Awnings must be no larger than 13.5m x 8m and may only be white in colour.

The area provided may not be used for any catering or hospitality purposes. It is prohibited to display any materials (e.g. brochures) outside of the awning.

3.10.2 Teams must advise the Series Manager of the registration plate details of their Truck a minimum of 30 days prior to the first Meeting. Any amendment to the registration plate details must be notified to the Series Manager for approval a minimum of seven days prior to the Meeting in which it will first be used.

3.10.3 Trucks and awnings must be aligned in such a way that the back of the Truck/ awning faces the roadway and the Cars must leave the awning from the entrance fronting the roadway. It is forbidden for Cars to use the side entrance of the awning. Tailgates on Trucks must remain closed at all times except when loading and unloading Cars and steps to the rear of the Trucks are not permitted.

3.10.4 Competitors will be issued with a specific time to park up their Trucks in the Paddock at each Meeting. Access to the Paddock for parking up outside the allocated parking up time is forbidden, unless permission from FOM (at Formula 1 Meetings) or from the Series Manager (Meetings outside Formula 1) has been obtained to park up at a different time. Verbal permission from third parties will not be accepted.

3.10.5 When a Truck is parked in position in the Paddock at a Meeting it is expressly forbidden to break down the awning or remove the Truck from its allocated space until such time as advised in the timetable issued with the Bulletin for the Meeting or unless the permission of the Series Manager has been obtained to remove it earlier. Consideration must be given to other Competitors and Organisational personnel during set up and break down at each Meeting.

3.10.6 At the start of and throughout each Meeting, the Cars and all Team Paddock vehicles must be clean, of smart appearance, and in good order. The Series Manager reserves the right to suspend Competitors not meeting this requirement from taking part in the Meeting until this Regulation is fulfilled to her satisfaction.

3.10.7 The Paddock area is strictly reserved for accredited working vehicles. Private vehicles will not be admitted under any circumstances.

3.10.8 No animals (except those whose presence has been expressly authorised by the Race Organisers) are allowed in the Paddock, the Pit Lane, on the Track or in any of the spectator areas.

3.10.9 A breach of any part of this Regulation 3.10 during the course of the season may render the Competitor liable to the following penalties (in addition to any penalties that may be imposed by the Meeting Organisers):-

| | |
|---|---|
| First Offence: | Fine of € 250.-. |
| Second Offence: | Fine of € 500.-. |
| Third or more Offence: | Fine of € 1,000.-. |

## 3.11 Eligible Cars

3.11.1 Only Formula BMW Cars, Type FB2, which comply with the Technical Regulations of Formula BMW Europe and/or any amendments to the Technical Regulations issued from time to time by way of a Bulletin and have passed Preliminary Scrutineering, are eligible to compete in Formula BMW Europe.

3.11.2 Competitors must ensure that their Cars comply with the conditions of eligibility and safety throughout Official Tests and Meetings. Cars must be clean, of smart appearance, with the livery placed in accordance with Appendix A, Sketch 1 of these Regulations, and in good order.

3.11.3 Replacement Cars are not permitted and a Driver may only use the Car that is originally scrutineered for their use at each Meeting.

However, in the event that the Chief Scrutineer determines that a monocoque is damaged beyond immediate repair or is unsafe after the original Preliminary Scrutineering, the Team may be allowed to replace the monocoque if written

permission from the Stewards is granted. In this case, the replacement monocoque must not already be installed in another Car.

### 3.12 Sealing of the Engine

3.12.1 Schnitzer Automobile Technik is designated the sole service partner for all engines used in Formula BMW Europe, in order to create a level playing field and reduce costs. BMW 124EA motorcycle engines (K1200RS) are therefore sealed in order to ensure this uniform service. Only these sealed engines (P no. 7772 255) are authorised for use at Official Tests and Meetings.

The Competitor is responsible for the completeness and integrity of the seals, including the correct resealing of an engine after service. These seals will be checked frequently during scrutineering. Only the Formula BMW Technicians, the Chief Scrutineer or the Assistant Chief Scrutineer are permitted to break the seals.

3.12.2 At a Meeting, if an engine is found with a broken or manipulated seal, or the integrity of the seal has been compromised, the matter will be reported to the Stewards who may impose one or more of the following penalties upon the Competitor concerned:-

- Fine of up to a maximum of € 10,000.-.
- All qualifying times deleted.
- Exclusion from the Race results.
- Apply any other penalty available to them under the FIA International Sporting Code.
-

3.12.3 At an Official Test, if an engine is found with a broken or manipulated seal, or the integrity of the seal has been compromised, the matter will be reported to the Organising Committee who may impose one or more of the following penalties upon the Competitor concerned:-

- Fine of up to a maximum of € 10,000.-.
- Forfeiture of points in the Driver and/ or Team classification even if this results in a negative score.
- Refusal of entry for Formula BMW Europe for up to a maximum of two Meetings and/ or up to a maximum of two Official Tests.
- Exclusion from Formula BMW Europe and, in the case of a serious breach, exclude the party concerned from all BMW Championships/ Series worldwide for a period of up to a maximum of two years.

### 3.13 Administration and Instructions/ Communications to Competitors

3.13.1 The following documents must be presented by the Competitor for checking at Signing On at all Meetings and Official Tests:-

- Competition Racing Licence of the Driver
- Medical Certificate of Aptitude (this may be included within the Licence of the Driver)
- Foreign entry approval from the ASN who issued the Licence of the Driver (this may be included within the Licence of the Driver)
- Entrants Licence
- Signed parental authority for the Driver to participate if the Driver is under 18 years of age.

Unless duly authorised by the Stewards (or the Series Manager in the case of Official Tests) no Competitor shall take part in any session on the Track without having met all of the requirements of the Signing On process.

3.13.2 Unless duly authorised to do so by the Stewards, Competitors that did not complete Signing On process and Preliminary Scrutineering on time will not be authorised to take part in the Meeting.

Any failure to observe the timetable for Signing On and Preliminary Scrutineering may result in the issuing of a Fine of € 500.- which must be paid by the Competitor concerned. Any request for late Signing On and/ or Preliminary Scrutineering must be sent to the Stewards, who will accept or refuse the request, depending on the validity of the reason for the delay. The amount of the Fine can be increased at the discretion of the Stewards if further breaches are observed during the Formula BMW Europe season. In the case of persistent offenders, the Stewards may exclude the Competitor from the Meeting.

3.13.3 In exceptional circumstances, the Stewards may give instructions to Competitors by means of special notices in accordance with the FIA International Sporting Code. These notices will be distributed to all Competitors who must acknowledge receipt.

3.13.4 All classifications and results of each Free Practice Session, Qualifying Session and Race, as well as decisions issued by the Officials of the Meeting, will be posted on the Official Notice Board.

3.13.5 Any decision or communication concerning a particular Competitor should be given to them within thirty minutes of such a decision being reached and receipt must be acknowledged. Whenever possible and appropriate, this information will also be displayed on the timing monitors and broadcast on the team radio system.

3.13.6

a) Each Driver and Team Manager must remain available and easily contactable at a Meeting until any Protest and/ or Appeal period relating to Formula BMW Europe has elapsed, failing which, any judicial action against or relating to that Driver and/ or Team may be heard in their absence.

b) Each Team Manager or their appointed representative must be available to be contacted throughout the duration of a Meeting. Failure to comply with this Regulation may result in a Fine of € 500.- being imposed by the Stewards.

## 3.14 Scrutineering

3.14.1 Each Competitor must present their Car and mandatory Driver safety equipment at times specified by Bulletin and/ or at the request of the Chief Scrutineer or the Assistant Chief Scrutineer. The Car must be submitted as it is to be used in competition and must comply with the Technical Regulations. The presentation of a Car for Preliminary Scrutineering will be deemed to represent an implicit statement of eligibility.

No Car may take part in Free Practice, Qualifying or Racing until it has been passed by the Scrutineers and without the agreement of the Stewards, who will make sure that all requirements of Signing On and Preliminary Scrutineering have been satisfied.

3.14.2 Upon first presentation of the Car to Formula BMW Europe, the Chief Scrutineer will issue a Car Log Book. This Log Book must be submitted with the Car each time the Car is presented for scrutineering. It is the responsibility of the Competitor to be in possession of this Log Book at all times.

3.14.3 Competitors will receive an Engine Control Unit (ECU) for each Car at Preliminary Scrutineering at each Meeting and it must be immediately installed in the Car by the Competitor in the presence of the Chief Scrutineer and/ or his nominated representative and sealed by one of them. This unit must be returned to the Formula

BMW Technicians no later than 30 minutes after the end of Parc Fermé following the second Race of the Meeting. Failure to return the unit within the prescribed time may result in the imposition of a Fine of € 250.- and the matter may be also referred to the Stewards for their consideration of the imposition of an additional penalty. Schnitzer Automobile Technik will check any unit that is returned late and any costs associated with this checking process must be borne by the Competitor.

### 3.15 Meeting Scrutineering

3.15.1 The Organising Committee will appoint two Scrutineers responsible for the scrutineering of the Cars for all Formula BMW Europe Meetings.

Competitors must comply with the directives of the Chief Scrutineer and/ or Assistant Chief Scrutineer and/ or the Safety Scrutineers in respect of scrutineering, of re-scrutineering and of follow-up checks during and/ or after a Meeting.

3.15.2 The Stewards authorise the Chief Scrutineer and Assistant Chief Scrutineer to conduct the following operations and checks:-

- Check the eligibility of a Car and/ or of a Competitor at any time during a Meeting.
- Require a Car to be dismantled by the Competitor to make sure that the conditions of eligibility or compliance are fully satisfied.
- Request a Competitor to provide any samples or parts that they deem necessary.
- Refuse a Car on the grounds of safety.
- Require a Competitor to pay the reasonable expenses incurred in order to carry out these operations and checks.

The Stewards will publish the findings of the Scrutineers each time Cars are checked during the Meeting. These results will not include any specific figures except when a Car is found to be in breach of Formula BMW Europe Technical Regulations.

3.15.3 Immediately after each Qualifying Session and Race the Cars must proceed directly to the designated Parc Fermé area for scrutineering. Parc Fermé regulations will apply in the area between the Finish Line and the Parc Fermé entrance and come into effect when the chequered flag is shown at the Start/ Finish Line. If a Car is being worked on in the Pit Lane at this point, then all work on the car must immediately cease and the Driver must obey the instructions given by the Officials to drive the car directly to Parc Fermé. Unless otherwise authorised by the Stewards, failure to immediately comply with Parc Fermé regulations after a Qualifying Session may result in the qualifying times for that Car being deleted, and after a Race may result in exclusion of that Car from the results.

In Parc Fermé, each Driver must leave their Car in neutral gear and ensure that their steering wheel is reattached to their steering column. Competitors must ensure that they have the required tooling to enable the removal of bodywork and to enable samples to be taken in Parc Fermé. From the time at which Parc Fermé regulations come into effect until the Cars are released from Parc Fermé, each Competitor will make at least one mechanic available (who will remain with the Car at all times) to carry out any duties relating to Parc Fermé procedures. Failure to comply may result in a Fine of a minimum of € 250.-.

Team members are only allowed into the areas subject to Parc Fermé conditions at the invitation of the Chief Scrutineer or the Assistant Chief Scrutineer. Should unauthorised Team members be present in these areas, they render their Car liable to exclusion from the Qualifying Session or Race.

Unless any other arrangements are fixed by the Stewards, all Cars will remain under Parc Fermé regulations until released by the Chief Scrutineer. Any Cars removed from Parc Fermé before the Chief Scrutineer has released them may be excluded from the results of that Qualifying Session or Race.

3.15.4 In accordance with instructions from the Stewards, the Scrutineers may request and retain one or more parts from the Car in order to check its eligibility. They may also label any part of the Car. In this case, the Competitor or his representative must not replace the part until authorised to do so by the Chief Scrutineer.

The removed part(s) will be duly labelled and packaged in the presence of the Competitor or his representative, who will receive a copy of the sealing certificate and a description of the identifications. The Competitor or his representative may attach a marking to the removed parts.

No protests can be made about the origin of the removed parts. Any removed parts that are declared ineligible will be retained by the Organising Committee and will not be replaced by BMW. Removed parts that are declared eligible may be returned to the Competitor and/ or replaced by BMW with new parts at their discretion.

If the Competitor or his appointed representative is absent during this procedure and these operations, then no protests regarding the checks made on the part(s) will be accepted.

3.15.5 Any Competitor whose Car is the subject of a Protest or is retained for routine checks at the end of the Qualifying Session or at the end of the first Race at a Meeting, must not oppose the placing of seals on those parts of the Car to be checked in such a way that the inspection procedure is able to take place at the end of the second Race. In this case, the Competitor understands and accepts that an exclusion would apply to the Car not only in the respective Qualifying Session/ Race but also from the time of sealing until the time of checking, unless the incriminated part(s) were replaced with the prior permission of the Chief Scrutineer and under his supervision or that of his nominated representative .

3.15.6 Competitors undertake to refrain from claiming financial recompense for these routine inspections and dismantling, even when the Car is found to be eligible.

3.15.7 Any Car involved in an accident after Preliminary Scrutineering, must be represented to the Chief Scrutineer or the Assistant Chief Scrutineer for further examination. The Race Director and/ or the Stewards and/ or the Scrutineers may require that any Car involved in an accident be stopped and checked.

3.15.8 Cars may not be removed from the Paddock during a Meeting between Preliminary Scrutineering and the end of the Meeting (that is after the lifting of Parc Fermé conditions after the second Race) except for the purpose of competing in the Races comprised in the Meeting or with the prior written permission of the Stewards.

### 3.16 Briefings, Podium Presentations, Press Conferences & Autograph Sessions

3.16.1 A Briefing by the Race Director will take place in the location and at the time allocated for this purpose and advised to Competitors by Bulletin. Attendance at this Briefing is mandatory for all Drivers, and Team managers. They must be present throughout the Briefing and must sign the attendance register. The door of the Briefing Room will be closed when the Briefing starts and any late arrivals will not be admitted. Absence may be subject to a Fine of € 250.-. Any repeat of such conduct during the course of the season will be reported to the Stewards for their consideration of a different penalty.

3.16.2 A prize-giving ceremony will take place on the podium after both of the Races at each Meeting. Participation in the winners' podium presentations is mandatory for the Drivers finishing in first, second and third places, wearing their race suit fully fastened and with all sponsor badges unobscured for the duration of the presentations. During the podium presentations, these drivers must wear the caps provided by BMW such that the logo can be seen from the front. The cap must be removed when the national anthem is played and held in front of the body so that the logo can be seen from the front. No caps or drinking bottles may be taken to the podium presentations unless they have been provided by BMW. Any persons not directly involved in the podium presentations are not allowed in the podium area. This also applies to hostesses and/ or personnel representing commercial brands, with the exception of sponsors of Formula BMW Europe with the prior approval of BMW.

Any breach of this Regulation may be subject to a Fine of a minimum of € 250.-. Any repeat of such conduct during the course of the season may be reported to the Stewards for their consideration of a different penalty.

3.16.3 Participation in press conferences or Q&A Sessions is mandatory for Drivers, and Team managers or their representatives, wearing the appropriate clothing (including caps), at the request of and directed by a representative from BMW.

Any breach of this Regulation may be subject to a Fine of a minimum of € 250.-. Any repeat of such conduct during the course of the season may be reported to the Stewards for their consideration of a different penalty.

3.16.4 Drivers must take part in any autograph/ interview session at the request of the Series Manager. Any breach of this Regulation may be subject to a Fine of a minimum of € 250.-.

## 3.17 Clothing and Apparel

Please see Regulation 3.18.1 regarding advertising restrictions and requirements that are also applicable to clothing and apparel.

3.17.1 BMW will require each Competitor to affix the BMW logo and/ or the logo of Formula BMW Europe partners in the form of appropriate badges to designated areas of the drivers' clothing. BMW will determine the position of the badges on the race suit and these may not be altered in any way and may not be obscured. These must remain in position throughout each Meeting and Official Test. The correct attachment of logos may be checked at scrutineering.

The appearance of the official sponsor areas shown in Appendix A, Sketch 2 must not be modified in any way. Areas that are not shown as official sponsor areas are available to the Competitor free of charge. Private sponsors must not be placed on the official sponsor areas, nor must official sponsors be removed from the official sponsor areas for Meetings, Official Tests, exhibitions, photographs or video material.

In the case of any non-compliance with this Regulation, the Stewards (at a Meeting) or the Organising Committee (outside of a Meeting) will exclude the Driver from further participation in Formula BMW Europe until the situation has been remedied to their satisfaction.

3.17.2 Each Team will be provided with five Formula BMW Europe umbrellas. These are the only umbrellas that may be used on the Grid or in the Assembly Area by the Driver or in order to cover the cockpit of the Car. Any further requirements will be charged to the Competitor at cost.

3.17.3 Competitors are permitted to attach badges to the clothing of their Team members provided that the companies represented are not in contravention of the FIA International Sporting Code or these Regulations.

3.17.4 BMW reserve the right to mandate the placing of the Official Series Logo on clothing worn by the Competitor in Formula BMW Europe activities.

3.17.5 Any breach of Regulations 3.17.2 or 3.17.3 or 3.17.4 may result in a Fine of a minimum of € 500.-. Any serious breach or repeat of such conduct during the course of the season may be reported to the Stewards for their consideration of a different penalty.

### 3.18 Advertising and Competition (Start) Numbers on Cars

3.18.1. The following types of sponsorship, signage, logos or displays, which promote, endorse, advertise, support or oppose, either implicitly or explicitly (in the sole discretion of the Organising Committee) the causes, subjects, ideas or products below are prohibited from being presented on any area (including but not limited to: Official Team Name, Trucks, Competitor clothing, Cars, literature distributed at the Meetings, signs, banners, flags, advertisements, websites or other public displays):

- Tobacco and Tobacco products
- Alcohol
- Betting
- Gambling (under provision)
- Pornography
- Contraceptives
- Politics
- Religion

Any advertising relating to an automobile constructor and/ or a brand or products that are in competition with those of BMW and their affiliated companies and those of Allsport, FOM and their sponsors and the sponsors of individual Meetings are prohibited from being presented on any area (including but not limited to: Official Team Name, Trucks, Competitor clothing, Cars, literature distributed at the Meetings, signs, banners, flags, advertisements, websites or other public displays).

The private sponsors of each Competitor must be approved in advance by BMW and must not contravene the advertising regulations of the FIA or these Regulations. BMW may refuse to approve any sponsor that they consider, in their absolute discretion, is a direct competitor of BMW or their affiliated companies. Competitors must send their list of private sponsors for approval, a minimum of 7 days before the first Official Test or Meeting in which the sponsorship is intended to be used, to Matthias.Schepke@bmw-motorsport.com.

In the case of any non-compliance with this Regulation, the Stewards (at a Meeting) or the Organising Committee (outside of a Meeting) will exclude the Competitor from further participation in Formula BMW Europe until the situation has been remedied to their satisfaction.

3.18.2 BMW will require each Competitor to affix the BMW logo and/ or the logo of Formula BMW Europe partners in the form of decals to designated areas on Cars. BMW will determine the position of these decals and these may not be altered in any way and may not be obscured. They must remain in position throughout each Meeting and Official Test. The correct attachment of decals may be checked at scrutineering.

The appearance of the official sponsor areas shown in Appendix A, Sketch 1 must not be modified in any way. Areas that are not shown as official sponsor areas are available to the Competitor free of charge. Private sponsors must not be placed on the official sponsor areas, nor must official sponsors be removed or obscured from the official sponsor areas for Meetings, Official Tests, exhibitions, photographs or video material. The areas upon which official sponsors logos are applied must be single coloured. The contrast of the official sponsors' logos with the background colour of the Car must be assured.

In the case of any non-compliance with this Regulation, the Stewards (at a Meeting) or the Organising Committee (outside of a Meeting) will exclude the Competitor from further participation in Formula BMW Europe until the situation has been remedied to their satisfaction.

3.18.3 BMW may require each Team to affix the Official Series Logo in the form of a decal to a designated area on their race truck. BMW will determine the size and position of this decal and it may not be altered in any way and may not be obscured. It must remain in position throughout each Meeting and Official Test.

In the case of any non-compliance with this Regulation, the Stewards (at a Meeting) or the Organising Committee (outside of a Meeting) will exclude the Competitor from further participation in Formula BMW Europe until the situation has been remedied to their satisfaction.

3.18.4 Only Formula BMW Juniors are permitted to use the BMW livery on their Cars. It is not permitted for any other Competitor to have a similar design. In case of doubt, clarification should be sought from the Organising Committee. Car livery in the colour combinations white/ blue and white/ blue/ red and/ or Cars with a design layout similar to the BMW livery is only permitted if approved in advance by the Organising Committee. Application for such approval must be made to the Series Manager a minimum of seven days before the first Official Test or Meeting in which the livery will be used.

In the case of any non-compliance with this Regulation, the Stewards (at a Meeting) or the Organising Committee (outside of a Meeting) will exclude the Competitor from further participation in Formula BMW Europe until the situation has been remedied to their satisfaction.

3.18.5 Please see Technical Regulation 5.23 regarding competition numbers on the Car. The decals and competition numbers provided by BMW must be used. No reproduction of these items is permitted. Each Competitor will be provided with four full sets of decals and competition numbers at the first Official Test. Any further requirements will be charged to the Competitor at cost.

### 3.19 General Safety

3.19.1 Each Meeting will be held in conformity with the FIA International Sporting Code unless specifically stated to the contrary in these Regulations. The Organising Committee reserves the right to adapt provisions of these Regulations in special circumstances, subject to the approval of the FIA or the Stewards (whichever is relevant).

3.19.2 Official instructions will be given to drivers by means of the signals laid out in the FIA International Sporting Code. Competitors must not use flags similar to these.

3.19.3 Drivers are strictly forbidden from driving their Car in the opposite direction to the recognised Track direction unless this is absolutely necessary in order to move the Car

from a dangerous position. Failure to comply with this Regulation may result in exclusion from the Meeting.

A Car may only be pushed by the Driver to remove it from a dangerous position as directed by the Marshals. Pushing a car on the Track is prohibited.

Except during a Race suspension, any Car abandoned on the circuit by its Driver, even temporarily, shall be considered as withdrawn from the Race.

3.19.4 If a Driver has serious mechanical difficulties during a Free Practice Session, Qualifying Session or a Race, they must leave the Track as soon as it is safe to do so. Drivers who do not comply with this requirement and/ or obstruct part of the Track may be penalised as follows:-

- In a Free Practice Session: At the discretion of the Stewards, with a Fine of a minimum of € 250.-.
- In a Qualifying Session: At the discretion of the Stewards, with a drop of up to a maximum of five grid positions at the next Race in which the Driver participates.
- In a Race: At the discretion of the Stewards, with a drop of up to a maximum of ten grid positions at the next Race in which the Driver participates.
- In the case of systematic obstruction, the Stewards may impose a different penalty that could include exclusion from the Qualifying Session/ Race or the Meeting.

3.19.5 The Driver of any Car leaving the Track because of being unable to maintain racing speed should signal the intention to do so in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to a point of exit. Should a Car stop outside the Pit Lane it must be moved as soon as possible so that its presence does not constitute a danger or hinder other Drivers.

If the Driver is unable to move the Car it shall be the duty of the Marshals to assist. If such assistance results in the Driver rejoining this must be done without committing any breach of these Regulations and without gaining an advantage. If outside mechanical assistance (for example, tow, crane, snatch vehicle or the like) is used by the Marshals to recover the Car, then the following penalties will be applied:-

- During a Qualifying Session: the Driver will not be allowed to continue in the session and the Car will remain under Parc Fermé conditions.
- During a Race: Exclusion from the Race results.
-

A Driver must always leave their Car with the neutral gear engaged and the steering wheel in place when vacating it.

3.19.6 When the Track is closed by the Race Director during and after practice/ qualifying, and after the red lights have gone out to signal the start of a Race, until all related Cars have reached Parc Fermé, whether by their own means or with assistance, no one is allowed onto the Track except for the Marshals or other Officials when carrying out their duties and the Drivers when driving or when under the directions of the Marshals.

3.19.7 If a Car stops whilst on Track, the engine may only be restarted with the starter fitted on board the Car. Use of an external starting device to restart the engine is only allowed in the Assembly Area, in the Pit Lane and on the Grid.

3.19.8 Throughout the Meeting, Drivers must at all times observe the provisions of the Code of Driving Conduct on Circuits as published as part of the FIA International Sporting Code (Appendix L).

Drivers must use the Track at all times. For the avoidance of doubt, the white lines defining the Track edges are considered to be part of the Track but the kerbs are not, and, a Driver will be judged to have left the Track if no part of the Car remains in contact with the Track. Should a Car leave the Track for any reason, and without prejudice to the actions/ penalties listed below, the Driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage.

Repetition of serious mistakes or the appearance of a lack of control over the Car (such as leaving the Track) will be reported to the Stewards and may entail the imposition of the following penalties upon that Driver:-

a) During a Qualifying Session:
- First Offence: A drop of one grid position at the next Race in which the Driver participates.
- Second Offence: A drop of two grid positions at the next Race in which the Driver participates.
- More than two Offences: All times deleted.

b) During a Race:
- First Offence: A Warning.
- Second Offence: A Drive Through Penalty (see Regulation 3.20.5).
- More than two Offences: Exclusion from the Race results.

If during a Race a Driver overtakes another Driver by going off of the Track or is deemed to have gained an unfair advantage by going off of the Track, a Drive Through Penalty may be imposed by the Stewards even if this is the Driver's first offence.

3.19.9 A speed limit of 60kph and maximum safety precautions will be enforced in the Pit Lane at all times during the course of a Meeting. Signs and/ or lines will be used to indicate the beginning and end of the area to which the speed limit applies.

Any breach of this Regulation during Free Practice may result in the following penalties being imposed upon the Driver:-

First Offence:
- Between 60kph and 70kph: A Fine of € 150.-.
- More than 70kph: A Fine of € 250.-.

Second Offence:
- A Fine of € 400.-.

Third Offence:
- The Driver may take no further part in that Free Practice Session.

Any breach of this Regulation during a Qualifying Session may result in the following penalties being imposed upon the Driver:-

First Offence:
- Between 60kph and 70kph: A Fine of € 150.-.
- More than 70kph: A Fine of € 250.-.

Second Offence:
- A Fine of € 400.- and a drop of five grid positions at the next Race in which the Driver participates.

Third Offence:
- Exclusion from the Qualifying Session.

Any breach of this Regulation during a Race may result in the following penalties being imposed upon the Driver:-

First Offence:
- A Drive Through Penalty (see Regulation 3.20.5).

Second Offence:
- A Fine of €400.- and a Time Penalty of up to a maximum of 60-seconds at the discretion of the Stewards.

Third Offence:
- Exclusion from the Race results.

For the purposes of determining speed in the Pit Lane, the Stewards may use any information obtained by the Judges of Fact by means of specific speed control instruments (such as electronic and timing devices, radar guns, etc.).

3.19.10 Practicing start manoeuvres on the Track is strictly forbidden throughout the Free Practice Sessions, Qualifying Sessions and Races unless advised to the contrary by the Race Director at the Drivers' Briefing. Failure to comply with this Regulation will be monitored and the following penalties may be applied upon the Driver:-

First Offence of the Season: A Fine of € 400.-.

Second Offence of the Season: A drop of five grid positions at the next Race in which the Driver participates.

Third (and further) Offence of the Season: A drop of ten grid positions at the next Race in which the Driver participates.

3.19.11 A Car alone on the Track may use the full width of the said Track. However, as soon as it is caught by a Car which is about to lap it the Driver must allow the faster Driver past at the first possible opportunity.

If a Driver who has been caught by another Driver does not seem to make full use of the rear view mirrors, Flag Marshals will display waved blue flags to indicate that the faster Driver wants to overtake. Any Driver who appears to ignore the blue flag will be reported to the Stewards who may penalise them as follows:-

In a Qualifying Session: at the discretion of the Stewards, with a drop of a maximum of five grid positions at the next Race in which the Driver participates.

In a Race: at the discretion of the Stewards, with a Drive Through Penalty (see Regulation 3.20.5) as a minimum.

3.19.12 Overtaking, according to the circumstances, may be carried out either on the right or on the left. However, manoeuvres liable to hinder other Drivers such as more than one change of direction to defend a position, deliberate crowding of a Car beyond the edge of the Track or any other abnormal change of direction, are strictly prohibited. Any Driver who appears guilty of any of the above offences will be reported to the Stewards and may be penalised as follows:-

- In a Qualifying Session: at the discretion of the Stewards, with a drop of a up to a maximum of ten grid positions at the next Race in which the Driver participates.
- In a Race: at the discretion of the Stewards, with a Drive Through Penalty (see Regulation 3.20.5) as a minimum.

3.19.13 One or more yellow flags being shown at a Marshals post will indicate the existence of a hazard of some kind on the Track. Drivers must reduce speed and be prepared to

change direction or possibly come to a stop. Overtaking is strictly forbidden under such circumstances until such time as the driver passes a green flag.

Any breach of this Regulation during Free Practice may result in the following penalties imposed upon the Driver:-

First Offence:
- A Fine of € 250.-.

Second Offence:
- The driver may take no further part in that Free Practice Session.

Any breach of this Regulation during a Qualifying Session may result in the following penalties imposed upon the Driver:-

First Offence:
- At the discretion of the Stewards, with a drop of up to a maximum of five grid positions at the next Race in which the Driver participates.

Second Offence:
- At the discretion of the Stewards, with a drop of up to a maximum of ten grid positions at the next Race in which the Driver participates.

Third Offence:
- Exclusion from the Qualifying Session.

Any breach of this Regulation during a Race may result in the following penalties imposed upon the Driver:-

First Offence:
- At the discretion of the Stewards, with a Drive Through Penalty (see Regulation 3.20.5) as a minimum.

Second Offence:
- Exclusion from the Race results.

3.19.14 When a Driver uses an Escape Road, they must respect any instructions given to them by the Marshals and sufficiently reduce their speed before rejoining the Track. Any breach of this Regulation may be subject to penalty imposed by the Stewards.

3.19.15 Drivers may not consume nor be under the influence of (to any degree) alcohol or illegal, banned or controlled substances (unless the Driver concerned is in possession of a current, valid Therapeutic Use Exemption Certificate issued by their ASN) during the course of each Meeting, or on the day of an Official Test.

3.19.16 The Race Director and/ or the Stewards may require a Driver to have a medical examination or a drugs/ alcohol test at any time during a Meeting. Please refer to Appendix A of the 2010 International Sporting Code for the FIA anti-doping regulations.

3.19.17 Other than by driving on the Track, Competitors are not permitted to attempt to alter the grip of any part of the Track surface.

3.19.18 Breach of or failure to comply with the provisions of the FIA International Sporting Code, with these Regulations relating to general safety discipline or with the Code of Driving Conduct on Circuits may result in the exclusion of the Driver concerned from the Meeting, according to the seriousness of the offence.

3.19.19

a) At any time during a Meeting, any breach of the Regulations resulting (in the opinion of the Officials) in a major safety risk may lead to the exclusion from Formula BMW

Europe of the Driver concerned by the Stewards for such a period of time as they deem appropriate.

b) At any time during an Official Test, any breach of the Regulations resulting (in the opinion of the Officials) in a major safety risk may lead to the exclusion from Formula BMW Europe of the Driver concerned by the Organising Committee for such a period of time as they deem appropriate.

3.19.20 A breach of any part of this Regulation 3.19 may render the Competitor (or the Team or Driver individually) liable for one or more of the following penalties by the Stewards (at their discretion notwithstanding that a different penalty is specified within the individual Regulation concerned):-

- A Fine of up to a maximum of € 5,000.-.
- The deletion of any number of the Driver's times from a Qualifying Session.
- A drop of up to a maximum of ten grid positions at the next Race in which the Driver participates
- A Drive Through Penalty (see Regulation 3.20.5).
- A Time Penalty of up to a maximum of 60-seconds.
- Forfeiture of points in the Driver and/ or Team classification even if this results in a negative score.
- Exclusion from the Qualifying Session or the Race results.

Please also refer to Regulation 3.36, Penalties.

## 3.20 Incidents

3.20.1 Incident means any occurrence or series of occurrences involving one or more Drivers, or any action by any Driver, which is reported to the Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation) which:

- Necessitated the stopping of a Free Practice Session or Qualifying Session as provided for in these Regulations.
- Necessitated the suspension of a Race as provided for in these Regulations.
- Necessitated the use of the Safety Car as provided for in these Regulations.
- Constituted a breach of these Regulations or the FIA International Sporting Code.
- Caused a False Start by one or more Cars.
- Caused a collision.
- Forced a Driver off the Track.
- Illegitimately prevented a legitimate overtaking manoeuvre by a Driver.
- Illegitimately impeded another Driver during overtaking.

Unless it is completely clear that a Driver was in breach of any of the above, any Incidents involving more than one Car will normally be investigated after the Race.

3.20.2 It shall be at the discretion of the Stewards to decide, upon receipt of a report or a request by the Race Director, if a Driver or Drivers involved in an Incident shall be penalised.

3.20.3 If an Incident is under investigation by the Stewards, a message informing all Competitors which Driver or Drivers are involved will be displayed on the timing monitors and broadcast on the team radio system whenever possible. Any Driver involved in an Incident may not leave the venue without the consent of the Stewards until such time as their enquiries have been concluded.

3.20.4 The Stewards may impose any one or more of the following penalties on any Driver involved in an Incident:-

- A Warning.
- A Fine of up to a maximum of € 5,000.-.
- The deletion of any number of the Driver's times from a Qualifying Session.
- A Drive Through Penalty (see Regulation 3.20.5).
- A Time Penalty of up to a maximum of 60-seconds.
- A drop of up to a maximum of ten grid positions at the next Race in which the Driver participates.
- Forfeiture of points in the Driver and/ or Team classification even if this results in a negative score.
- Exclusion from a Qualifying Session, a Race or from the Meeting.

3.20.5 If the Stewards decide to impose a Drive Through Penalty, then the following procedure will be observed:-

a) The Stewards will give written notification of the Drive Through Penalty that has been imposed to a Team member of the Driver concerned and will advise the Driver by means of a penalty board showing the Car number. They will also ensure, wherever possible, that this information is also displayed on the timing monitors and broadcast on the team radio system.

b) From the time the Stewards' decision is notified by the showing of the penalty board, the relevant Driver may cover no more than two complete laps before entering the Pit Lane.

c) The Driver must enter the Pit Lane, obeying the Pit Lane Speed Limit, and drive through the Pit Lane without stopping and rejoin the Race. It is not permitted for the Driver to enter the Pit Lane to take their Drive Through Penalty during a Safety Car period. The Safety Car period is deemed to be over when the Driver subject to the penalty passes the green flag at the Start/ Finish Line on the Track.

d) If this penalty has to be imposed during the last three laps or after the end of a Race, this penalty will be replaced with a Time Penalty of up to a maximum of 60-seconds to the affected Driver's race time.

e) Any breach or failure to comply with this Regulation will result in the Driver concerned being excluded from the Race results.

## 3.21 Pit Lane

3.21.1 The section of Track leading to the Pit Lane shall be referred to as the "Pit Entry". During competition access to the Pit Lane is allowed only through the Pit Entry. Except in exceptional circumstances, as adjudged by the Stewards only, the crossing in any direction of the line separating the Pit Entry and the Track is prohibited. Any breach of this Regulation during the course of a Free Practice Session may result in a Fine of € 250.-.

Any breach of this Regulation during the course a Qualifying Session may result in the following penalties imposed upon the Driver:-

- First Offence: A Fine of € 250.-.
- Second Offence: A drop of five grid positions at the next Race in which the Driver participates.

Any breach of this Regulation during the course of a Race may result in the following penalties imposed upon the Driver:-

- First Offence: A Drive Through Penalty (see Regulation 3.20.5).

- Second Offence: Exclusion from the Race results.

3.21.2 Any Driver intending to leave the Track or to enter the Pit Lane shall signal their intention to do so in good time and shall make sure that it is safe to do so. At all times, access to the Pit Lane is allowed only through the Pit Entry. Any breach of this Regulation may result in a Fine of € 250.- and may lead to further penalties, at the discretion of the Stewards.

3.21.3 Except in exceptional circumstances, as adjudged by the Stewards only, Cars leaving the Pit Lane to return to the Track must not cross any line marked at the Pit Lane Exit aimed to separate the cars leaving the Pit Lane from the cars running on the Track. Any breach of this Regulation during the course of a Free Practice Session may result in a Fine of € 250.-.

Any breach of this Regulation during the course a Qualifying Session may result in the following penalties imposed upon the Driver:-

- First Offence: A Fine of € 250.-.
- Second Offence: A drop of five grid positions at the next Race in which the Driver participates.

Any breach of this Regulation during the course of a Race may result in the following penalties imposed upon the Driver:-

- First Offence: A Drive Through Penalty (see Regulation 3.20.5).
- Second Offence: Exclusion from the Race results.

3.21.4 The Pit Lane shall be divided into two lanes. The lane closest to the Pit Wall will be referred to as the Fast Lane and the lane closest to the Pit Garages will be referred to as the Inner Lane. The only area in the Pit Lane where any work can be carried out on a Car is the Inner Lane. Cars may enter or remain in the Fast Lane only with the Driver sitting in the Car behind the steering wheel in their normal position, even when the Car is being pushed. It is forbidden to mark lines on any part of the Pit Lane. Any breach of this Regulation may result in a minimum Fine of € 250.- imposed upon the Competitor and may lead to further penalties, at the discretion of the Stewards.

3.21.5 No equipment may be left in the Fast Lane. A penalty for any breach of this Regulation will be subject to the judgement of the Stewards. They alone shall decide on the penalty to be imposed depending on the severity of the offence.

3.21.6 Team members and their Cars shall only be permitted in the zone allocated to their Team. Stopping or parking a Car, even temporarily, outside of the zone assigned to that Competitor or Team is not permitted at any time. A penalty for any breach of this Regulation may be subject to the judgement of the Stewards. They alone shall decide on the penalty to be imposed depending on the severity of the offence.

3.21.7 Should any Driver overshoot their assigned zone in the Pits and stop beyond it, the Car may only regain access to its own zone by being pushed, providing that it is safe to do so. A penalty for any breach of this Regulation may be subject to the judgement of the Stewards. They alone shall decide on the penalty to be imposed depending on the severity of the offence.

3.21.8 People under 16 years of age are not allowed in the Pit Lane or on the Pit Wall, with the exception of any Drivers registered for Formula BMW Europe. Any breach of this Regulation may result in a Fine of a minimum of € 250.- and the confiscation of the pass concerned. The matter will be reported to the Race Organisers who may impose further sanctions at their discretion.

3.21.9 The Organising Committee will issue six Pit Wall Access Armbands to each Team at the first Meeting. Team Managers may only issue armbands to working Team personnel (such as Team Owner, Team Manager, Engineer or Mechanic). Only Team members who wear one of these armbands in a clearly visible manner as prescribed will be permitted on the Pit Wall during Formula BMW Europe sessions/ races. These armbands will not be replaced if lost. If a Team runs less than three Cars at a Meeting, the Team Manager must return two of these armbands to the Series Manager for each Car that is not running. For the avoidance of doubt, Team members wearing an armband also require a ticket giving Pit Lane access for Formula BMW sessions and this ticket must be clearly displayed around their neck. The Organising Committee reserve the right to demand the immediate return of an armband due to misuse or inappropriate allocation and withhold it from the Team concerned for any period of time that they deem appropriate.

## 3.22 Adverse Weather Conditions

3.22.1 There are no limits on the number of Wet Weather tyres that may be used.

3.22.2 Free Practice and Qualifying: The use of Wet Weather tyres during Free Practice and Qualifying Sessions is only permitted if the Race Director declares the Track to be wet by using the notification board that will be shown to all Competitors at the Assembly Area or the Pit Lane Exit (before the start of a session) or from the Finish Line (during a session). It is the sole responsibility of the Race Director to declare the Track wet and all Competitors will be informed of the decision as quickly as possible.

When the notification board is shown, Competitors are free to choose their tyres within the limits of these Regulations, given that the Track conditions are deemed to be wet. The Race Director is not obliged to suspend or stop the session for reasons of weather.

3.22.3 Races: Between the moment when the Cars leave the Assembly Area until the moment when the red lights go out as part of the start procedure, the use of Wet Weather tyres is only permitted if the Race Director declares the Track to be wet by using the notification board that will be shown to all Competitors at the Assembly Area or the Pit Lane Exit (before the start procedure commences) or from the Finish Line (whilst the Cars are on the Grid). It is the sole responsibility of the Race Director to declare the Track wet and all Competitors will be informed of the decision as quickly as possible. When the notification board is shown, Competitors are free to choose their tyres within the limits of these Regulations, given that the Track conditions are deemed to be wet.

After the red lights have gone out to signal the start of the Race, Competitors are free to choose Slick tyres or Wet Weather tyres within the limits of these Regulations at any time without waiting for the Race Director to show the notification board.

The Race Director will only suspend the race for reasons of weather in exceptional circumstances.

3.22.4 The Car's rear light must be illuminated at all times when the Track has been declared wet or Wet Weather tyres have been fitted. The Scrutineers and/ or Formula BMW Technicians may check the rear light before the Car leaves the Assembly Area and/ or the Pit Lane and/ or on the Grid and if it has failed they may request that the Race Director deny permission for the Car to take part in the Session/ Race until such time as it is fixed. If the Car's light fails during a Session/ Race, the Race Director may require the Driver in question to stop. If the faulty light is fixed, the Driver will be allowed to rejoin the Session/ Race.

### 3.23 Free Practice, Qualifying and Grid Positions

3.23.1 Free Practice:

A Free Practice Session of 25 minutes is scheduled at each Meeting wherever possible and will be confirmed by Bulletin. Should a Free Practice Session be disrupted, the Race Director shall not be obliged to resume the session or re-run the session to achieve the time criteria. The decision of the Race Director shall be final. Except where these Regulations require otherwise, Pit and Track discipline and safety measures will be the same for a Free Practice Session as for a Qualifying Session and Race.

3.23.2 Qualifying:

a) A Qualifying Session of 25 minutes duration is scheduled at each Meeting wherever possible and will be confirmed by Bulletin. The Race Director may interrupt a Qualifying Session as often and for as long as he deems necessary to clear the Track or to allow the recovery of a Car. Whenever possible, the time lost by the suspension of a Qualifying Session shall be recovered so that the minimum scheduled period for qualifying may be accomplished. However, it is not obligatory to resume the session or re-run the session to achieve the time criteria. The decision of the Stewards in this matter shall be final. No protest can be accepted as to the possible effects of the interrupted/ shortened session on the qualification of any Driver.

b) During a Qualifying Session, all competing Cars must remain in the Pit Lane or the Parc Fermé area if not on the Track. Except with the express permission of the Race Director, no competing Car is allowed in the Pit Garages or Paddock areas until such time as the Qualifying Session has ended and the Car cleared from any post qualifying scrutineering checks and released from Parc Fermé conditions.

c) A red light and a green light will be placed at the Pit Exit during a Qualifying Session. Cars may only leave the Pit Lane when the green light is on. Additionally, a flashing blue light or a waved blue flag may be shown at the Pit Exit to warn Drivers leaving the Pit Lane if Cars are approaching on the Track.

d) All laps completed during a Qualifying Session will be timed, except for laps when the red flag and/ or lights are shown. A Car will be considered to have completed a lap every time it crosses the timing line, either on the Track or through the Pit Lane. The lap times obtained after a red flag and/ or lights are shown will not be taken into account.

e) A Car may not be qualified by more than one Driver.

3.23.3 Grid Positions:

a) At each Meeting, the grid positions for the first Race will be drawn in the order of the fastest time achieved by each Driver in the Qualifying Session. The grid positions for the second Race at each Meeting will be drawn in the order of the second fastest time achieved by each Driver in the Qualifying Session. Should two or more Drivers be credited with identical times, priority will be given to the one who set it first.

b) The minimum criteria in order to be allowed to start any Race will be the average of the three fastest lap times set in qualifying plus 10%. In principle, any Driver not achieving this criterion will not be permitted to start. However, the final decision rests with the Stewards whose decision shall be final.

c) Each Driver must complete a minimum of two timed laps in the Qualifying Session in the Car to be raced in order to qualify for selection. If these criteria are not achieved,

authorisation to start the Race(s) may be denied by the Stewards whose decision shall be final.

d) If a Driver has not completed at least two timed laps in qualifying, but did participate in the Free Practice Session, the Stewards may allow them to start the Race(s) from the back of the Grid. If two or more Drivers so qualify, the Driver with the faster lap time from Free Practice will take priority.

e) If a Driver has not completed at least two timed laps in qualifying, and did not participate in the Free Practice Session, in exceptional circumstances the Stewards may allow them to start the Race(s) from the back of the Grid behind any Competitors who have qualified under the terms of Regulation 3.23.3.d) above. If two or more Drivers so qualify, the Grid positions will be determined according to the current standings in the Driver classification for Formula BMW Europe. Where there is a tie on points, the provisions of Regulation 3.34.2 will be used to determine priority.

f) Where through exceptional circumstances it is not possible to hold a Qualifying Session, the Grid will be formed according to the current points positions in the Drivers classification of Formula BMW Europe with the points leader allocated pole position; second place allocated second position, and so on. Where there is a tie on points, the provisions of Regulation 3.34.2 will be used to determine priority. Any Driver who has not previously participated in a Race in Formula BMW Europe will start from the back of the Grid. If there are two or more such Drivers, their positions at the back of the Grid will be determined by ballot.

   If it is not possible to hold a Qualifying Session at the first Meeting, the Grids for both Races will be determined by separate ballot.

g) For the avoidance of doubt, if more than one Car must start from the back of the grid due to penalties being imposed, the fastest time set by each of those Drivers during the Qualifying Session will be used to determine their grid positions (even if their times have subsequently been disallowed by the Stewards), unless the Stewards determine to the contrary.

h) The number of Cars allowed to start in each Race is limited to the maximum that the relevant Track Licence permits. If the number of Cars taking part in the Qualifying Session is greater than the number of Cars allowed to start the Race, reserves will be nominated by the Stewards on the basis of qualifying times.

i) The Grid for each Race will be published a minimum of one hour before the Race, wherever possible. Any Competitor whose Car is unable to start for any reason whatsoever must inform the Race Director accordingly at the earliest opportunity and, in any event, no later than ninety minutes before the start of the Race. If one or more Cars are withdrawn, the Grid may be closed up accordingly and reserve Cars will be admitted (as appropriate) to start from the back of the Grid at the discretion of the Stewards. Any Competitor whose Car withdraws from the Race without duly notifying the Race Director, unless in exceptional circumstances, will be subject to a Fine of a minimum of € 500.-.

### 3.24 Stopping a Free Practice Session or a Qualifying Session

3.24.1 Should it become necessary to stop a Free Practice Session or a Qualifying Session because the Track is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director shall order red flags to be shown at all Marshals' posts and abort lights to be shown at the Finish Line.

3.24.2 When the red flags/ lights are displayed, all Drivers must immediately reduce speed being prepared to stop if necessary and proceed slowly back to the Pit Lane. All abandoned Cars will be moved to a safe position. Any lap time recorded after the red flags/ lights have been displayed will not be taken into account.

3.24.3 At the end of each Free Practice Session and Qualifying Session, each Driver may only cross the Finish Line once. Any breach of this Regulation may render the Driver liable to a Fine of a minimum of € 250.-.

### 3.25 Start

3.25.1 The start of all Races will be by means of a Standing Start with the Grid in a 1 x 1 staggered formation. Except in exceptional circumstances, the start procedure shall be as shown in this Regulation 3.25. Competitors will be briefed if a variation in the start procedure is deemed necessary.

3.25.2 15 minutes before the start of the Formation Lap the Cars will leave the Assembly Area or Pit Lane and proceed directly to the Grid where they will stop in starting order with their engines stopped. Reconnaissance Laps are not permitted. The Pit Lane Exit will be closed at 13 minutes before the start of the Formation Lap.

3.25.3 After 13 minutes before the start of the Formation Lap any Car in the Pit Lane can start from the end of the Pit Lane provided it got there under its own power. If more than one Car is affected they must line up in the order in which they reached the end of the Pit Lane. These Cars may then join the race after the last Car to take the start has passed the Pit Exit on the first racing lap.

3.25.4 The approach of the start will be announced by signals showing ten minutes, five minutes, three minutes, one minute and 15-seconds before the start of the Formation Lap, each of which will be accompanied by an audible warning.

Prior to the start of the Formation Lap, Cars may be pushed back within their designated starting box to a maximum of approximately half of the length of the starting box.

When the “five-minute” signal is shown, all persons except for the Drivers, Officials and Team technical personnel must leave the Grid.

When the “three-minute” signal is shown, all Cars must have their wheels fitted. Any Car which does not have all its wheels fully fitted at the “three-minute” signal must start the Race from the back of the Grid or the Pit Lane. Under these circumstances a Marshal holding a yellow flag will prevent the Car (or Cars) from leaving the Grid until all Cars able to do so have left to start the Formation Lap. All persons except for the Drivers, Officials and one team member per Car must leave the Grid.

When the “one-minute” signal is shown, engines must be started immediately and all Team personnel, except the Drivers, must leave the Grid before the “15-second” signal is given taking all equipment with them. If any Driver needs assistance after the showing of the “15-second” signal they must raise their arm and, when the remainder of the Cars able to do so have left the Grid, Marshals will be instructed to push the Car into the Pit Lane. In this case, Marshals with yellow flags will stand behind the Pit Wall beside the Car concerned to warn Drivers behind.

When the green lights are illuminated, the Cars will begin the Formation Lap with the pole position Driver leading (unless the Formation Lap is to be led by a Course Car in which case the Course Car will set the pace). Marshals will be instructed to push any Car (or Cars) that remain on the Grid into the Pit Lane by the fastest route immediately

after all Cars able to do so have left the Grid. If the Driver is able to restart the Car whilst it is being pushed on the Track he may rejoin the Formation Lap but must start the Race from the back of the Grid. If more than one Driver is affected, they must line up at the back of the Grid in the order they left to start the Formation Lap.

Practice starts are forbidden during the Formation Lap and the formation must be kept as tight as possible. Overtaking during the Formation Lap is only permitted if a Car is delayed when leaving its Grid position, or if a Car suffers mechanical failure during the Formation Lap, and Car(s) behind it cannot avoid passing it without unduly delaying the remainder of the field. In this case, Drivers may only overtake to re-establish the original starting order.

Any Driver who is delayed on the Grid at the start of the Formation Lap must not overtake any other moving Car if they were still stationary after the remainder of the Cars had crossed the Start Line. In this case, the Driver concerned must start the Race from the back of the Grid. If more than one Driver is affected, they must line up at the back of the Grid in the order they left to start the Formation Lap.

Any breach of this Regulation by a Competitor may be penalised by the Stewards by a Drive Through Penalty (see Regulation 3.20.5) imposed upon the Driver. In the case of a serious breach, the Stewards have the right to apply an increased penalty.

3.25.5 When the Cars return to the Grid at the end of the Formation Lap, they must stop on their respective Grid positions (with their entire Car placed within their allocated starting box where starting boxes are marked), keeping their engines running. Grid marshals will stand behind the Pit Wall, alongside each Grid position, with boards showing the Grid position until the Car concerned is completely stopped.

Any Driver who ignores the indications given by the Grid marshals when they take up their place and/ or stops their Car forward or off-centre of the position prescribed by the lines on the Grid, may be penalised at the discretion of the Stewards. A Drive Through Penalty (see Regulation 3.20.5) may be imposed on any Driver failing to observe their proper place on the Grid if, in the opinion of the Stewards, the advantage obtained by moving outside of their prescribed position has altered the starting procedure.

3.25.6 Once all the Cars have come to a halt and the Grid is complete, the “five-seconds” signal will appear followed by the four, three, two and one second lights. At any time after the one-second light appears, the Race will be started by extinguishing all red lights.

3.25.7 If the Starter decides that the start must be delayed (this may be as a result of a Car developing a problem that could endanger the start, in which case the Driver must immediately raise their hands above their head and the Marshal responsible for that row must immediately wave a yellow flag, or for another reason) the following procedures shall apply:-

a) The green lights will be illuminated two-seconds after the abort lights are switched on and a board saying “Extra Formation Lap” will be displayed. All Cars that are able to do so must complete a further Formation Lap whilst the Car(s) that caused the start to be delayed is pushed into the Pit Lane.

b) The Team may then attempt to rectify the problem and, if successful, the Car may then start from the Pit Exit after the last car to take the start has passed the Pit Exit on the first racing lap. Where one or more Car is concerned, their starting order shall be determined based upon the order in which they reach the Pit Exit under their own power.

c) The procedures at the end of an Extra Formation Lap will be the same as at the end of a Formation Lap.

d) Every time this happens, the Race distance will be reduced by one lap and the maximum Race duration may be reduced by three minutes.

3.25.8 Variations to the start procedure will only be permitted in the following circumstances:-

a) If the Race has not been declared "wet" and it starts to rain after the Cars have left the Assembly Area but before the Race has started and, in the opinion of the Race Director, Competitors should be given the opportunity to change tyres, the abort lights with "Start Delayed" board will be shown on the Start Line. There will be a delay of five minutes, in which Competitors may change tyres on the Grid, and then the normal start procedure will recommence from the "three-minute" signal. In this case, the Stewards will determine the new Race distance and maximum Race duration.

b) If the start of the Race is imminent and, in the opinion of the Race Director, the volume of water on the Track is such that it cannot be negotiated safely even on Wet Weather tyres, the abort lights with "Start Delayed" board will be shown on the Start Line. Information about the likely delay will be displayed on the timing monitors and broadcast on the team radio system, wherever possible. Once the start time is known, a warning will be issued at least five minutes before the start of the Formation Lap. In this case, the Stewards will determine the new Race distance and maximum Race duration.

c) If the Race is started behind the Safety Car, Regulation 3.27.13 will apply.

3.25.9 A Drive Through Penalty (see Regulation 3.20.5) may be imposed on any Driver who makes a false start. The Stewards may use all available video or electronic equipment to assist them in reaching a decision. In such circumstances, the Stewards may overrule the Judges of Fact.

Any other breach or failure to comply with any part of this Regulation 3.25 shall be penalised at the discretion of the Stewards, as described in Regulation 3.20.4. Any action or decision (or any alleged inaction or non-decision) taken by or imposed by the Race Director or the Stewards in this regard is not subject to Protest or Appeal.

3.25.10 During the start of a Race, the Pit Wall must be kept clear of all persons with the exception of the properly authorised Officials carrying out specific duties assigned by the Race Director and Fire Marshals equipped with fire-fighting equipment.

## 3.26 Races

3.26.1 During the Race, Drivers may only leave the Pit Lane when the light at the Pit Exit is green. They rejoin the Track under their own responsibility. The penalty for a breach of this Regulation will be exclusion of the Driver from the Race.

3.26.2 A flashing blue light or a waved blue flag at the Pit Exit will warn the Driver of other Cars approaching on the Track.

3.26.3 Should any Car retire from the Race whilst in the Pit Lane, it must be pushed to the Parc Fermé area by an authorised route.

3.26.4 Should, in the opinion of the Pit Lane marshals, any Competitor, whether they have been previously warned or not, position their equipment in such a way that is considered to cause a danger, obstruction or interference with the activities of another Competitor, a penalty in accordance with Regulation 3.20.4 will be imposed upon the Competitor (or the Team or Driver individually) at the discretion of the Stewards.

### 3.27 Safety Car

3.27.1 An experienced circuit driver will drive the approved Safety Car. It will carry an observer capable of recognising all the competing Cars, who is in permanent radio contact with Race Control.

3.27.2 The Safety Car may be brought into operation to neutralise a Race upon the decision of the Race Director. It will only be used if Competitors or Officials are in danger, but the circumstances are not such to necessitate the suspension of the Race.

3.27.3 When the order is given to deploy the Safety Car, all Marshals posts will display waved yellow flags and will show the "SC" board which shall be maintained until the intervention is over. From this time, any Car being driven unnecessarily slowly, and which is deemed potentially dangerous to other Drivers, will be reported to the Stewards. This will apply whether any such Car is being driven on the Track or Pit Lane.

3.27.4 The Safety Car will join the Track from the Pit Lane with its orange lights illuminated and will join the Track regardless of where the Race leader is.

3.27.5 All Cars must then form a line behind the Safety Car, no more than ten car lengths apart and overtaking, with the following exceptions, is forbidden until the Cars reach the Start Line after the Safety Car has returned to the Pits. Overtaking will be permitted under the following circumstances:-

- if a Car is signalled to do so from the Safety Car.
- under the provisions of Regulation 3.27.13.
- if any Car slows significantly with an obvious problem.

3.27.6 When ordered to do so by the Race Director, the observer in the Safety Car will use a green light to signal to any Cars between it and the Race leader that they should pass. These Cars will continue at reduced speed and without overtaking until they reach the line of Cars behind the Safety Car.

3.27.7 The Safety Car shall be used at least until the leader is behind it. Once behind the Safety Car, the Race leader must keep within five car lengths of it (except under Regulation 3.27.9) and all remaining Cars must keep the formation as tight as possible.

3.27.8 While the Safety Car is in operation, Cars may enter the Pit Lane but may only rejoin the Track when the green light at the Pit Exit is switched on. The green light will remain on at all times except when the Safety Car and the line of Cars following it are about to pass or are passing the Pit Exit. A Car rejoining the Track must proceed at an appropriate speed until it reaches the end of the line of Cars behind the Safety Car.

Under certain circumstances, the Race Director may ask the Safety Car to use the Pit Lane. In these cases, and provided its orange lights remain illuminated, all Cars must follow it into the Pit Lane without overtaking. Any Car entering the Pit Lane under these circumstances may stop at its Pit.

3.27.9 When the Race Director calls in the Safety Car, it must extinguish its orange lights and this will be the signal to the Drivers that it will be entering the Pit Lane at the end of that lap. At this point the first Car in line behind the Safety Car may dictate the pace and, if necessary, fall more than five car lengths behind it but it must at the least maintain a constant speed. Decreasing speed is not permitted. As the Safety Car is approaching the Pit Entry, the yellow flags and "SC" boards at the Marshals posts will be withdrawn

and replaced with waved green flags with green lights at the Start Line. These will be displayed for no more than one lap.

3.27.10 Overtaking remains forbidden until the Cars cross the Start Line. However, any Car that slows down significantly with an obvious problem may be overtaken.

3.27.11 Each lap completed while the Safety Car is deployed will be counted as one Race lap.

3.27.12 If the Race ends whilst the Safety Car is deployed, it will enter the Pit Lane at the end of the last lap and the Cars will take the chequered flag as normal without overtaking.

3.27.13 In exceptional circumstances the Race may be started behind the Safety Car. In this case, at any time before the "one-minute" signal is given, its orange lights will be switched on. This is the signal to the Drivers that the Race will be started behind the Safety Car. When the green lights are illuminated, the Safety Car will leave the Grid with all Cars following in Grid order, no more than ten car lengths apart. There will be no Formation Lap and the Race will be deemed to have started when the green lights came on.

Overtaking, during the first lap only, is permitted if a Car is delayed when leaving its Grid position and Cars behind cannot avoid overtaking it without unduly delaying the remainder of the field. In this case, Drivers may only overtake to restore the original starting order.

Any Driver who is delayed leaving the Grid must not overtake another moving Car if they were stationary after the remainder of the Cars had crossed the Start Line. This Driver must then take up position at the back of the line of Cars behind the Safety Car. If more than one Driver is affected, they must take up position at the back of the field in the order in which they left the Grid.

3.27.14 A breach of any part of this Regulation 3.27 may be penalised by a Drive Through Penalty (see Regulation 3.20.5). In the case of a serious breach, the Stewards have the right to apply an increased penalty.

### 3.28 Suspending and Resuming a Race

3.28.1 Suspending a Race:

a) Should it become necessary to suspend the Race because the Track is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director will order red flags and/ or lights to be shown at all Marshals posts and the abort lights to be shown at the Start Line. This is the signal for all Drivers to stop driving at racing speeds and proceed slowly without overtaking and with maximum caution, being prepared to stop if necessary.

The Pit Exit will be closed and all Cars must proceed to the Red Flag Line where they must stop in a line on the Pole Position side of the Track. Any Cars between the Red Flag Line and the leader, in addition to any lapped Cars between the Cars on the lead lap, will then be moved into a line on the opposite side of the Grid. They will then resume the race from this position in accordance with Regulation 3.28.2.a). If the Safety Car has been directed into the Pit Lane, Cars must stop in line in the Fast Lane.

If the leader at the time of the red flag being displayed has completed more than 75% of the scheduled number of race laps (as may be amended by Regulation 3.25.7 and Regulation 3.25.8), the race will not be resumed. If the leader at the time of the red flag being displayed has not completed more than 75% of the scheduled number of race

laps (as may be amended by Regulation 3.25.7 and Regulation 3.25.8), the race may be resumed in accordance with the following.

If any Cars are unable to return to the Grid as a result of the Track being blocked, they will be brought back when the Track is cleared and will be arranged in the order they occupied before the Race was suspended. The order will be taken at the last point at which it was possible to determine the position of all Cars. Any such Cars will then be permitted to resume the Race.

The Safety Car will then be driven to the front of the line of Cars behind the Red Flag Line.

b) Whilst the race is suspended:

- the race and the timekeeping system may not necessarily stop;
- Cars may be worked on once they have stopped behind the Red Flag Line or entered the Pits but any such work must not impede the resumption of the Race.
- Refuelling is forbidden.
- Only Team members and Officials will be permitted on the Grid.

c) Drivers of Cars that enter the Pit Lane after the Race has been suspended and before the resumption of the Race will be penalised with a Drive Through Penalty (Regulation 3.20.5) once the Race has resumed. However, if the Cars have been directed into the Pit Lane, a penalty will only be imposed on any Driver whose Car is moved from the Fast Lane to any other part of the Pit Lane. If the Race is not resumed, a Time Penalty of up to a maximum of 60-seconds may be imposed at the discretion of the Stewards. For the avoidance of doubt, any Car that was in the Pit Entry or Pit Lane when the Race was suspended will not incur a penalty.

Any Car in the Pit Lane will be permitted to leave from the Pit Exit once the Race has been resumed and all Cars behind the Safety Car have passed the Pit Exit . Subject to the above, any Car intending to resume the Race from the Pit Exit may do so in the order in which they got there under their own power.

At all times, Drivers must follow the directions of the Marshals.

d) Only Cars which took part in the original start may resume the Race and then only if they returned to the Red Flag Line under their own power by an authorised route, without receiving outside mechanical assistance, and were still in the Race when the Race was suspended. The decision of the Stewards regarding classification will be final.

3.28.2 Resuming a Race:

a) The delay will be kept as short as possible and as soon as a resumption time is known Competitors will be informed, via the timing monitors and broadcast on the team radio system wherever possible.

When the “five-minute” signal is shown, all persons except for the Drivers, Officials and Team technical personnel must leave the Grid.

When the “three-minute” signal is shown, all Cars must have their wheels fitted. Any Car which does not have all its wheels fully fitted at the “three-minute” signal must restart the Race from the back of the Grid or the Pit Lane. Under these circumstances a Marshal holding a yellow flag will prevent the Car (or Cars) from leaving the Grid until all Cars able to do so have crossed the Red Flag Line. All persons except for the Drivers, Officials and one team member per Car must leave the Grid immediately.

At some point after the "three-minute" signal, which will be dependent upon the expected lap time, any Cars between the Red Flag Line and the leader, in addition to any lapped Cars between Cars on the lead lap, will be waved off to complete a further lap, without overtaking, and join the line of Cars behind the Safety Car.

When the "one-minute" signal is shown, engines must be started immediately and all Team personnel, except the Drivers, must leave the Grid before the "15-second" signal is given taking all equipment with them. If any Driver needs assistance after the showing of the "15-second" signal they must raise their arm and, when the remainder of the Cars able to do so have crossed the Red Flag Line, Marshals will be instructed to push the Car into the Pit Lane. In this case, Marshals with yellow flags will stand behind the Pit Wall beside the Car concerned to warn Drivers behind.

b) The Race will be resumed behind the Safety Car when the green lights are illuminated. The Safety Car will enter the Pits after one lap unless all Cars are not yet in a line behind the Safety Car, Team personnel are still clearing the Grid or a further incident occurs necessitating another intervention.

When the green lights are illuminated, the Safety Car will leave the Grid with all Cars following, in the order they were positioned behind the Red Flag Line, no more than five car lengths apart. Soon after the last Car in line behind the Safety Car passes the Pit Exit, the Pit Exit lights will be turned green and any Car in the Pit Lane may then enter the Track and join the line of Cars behind the Safety Car.

Overtaking during the lap is only permitted if a Car is delayed when leaving the Red Flag Line, or if a Car suffers an obvious problem during the lap, and Car(s) behind it cannot avoid passing it without unduly delaying the remainder of the field. In this case, Drivers may only overtake to re-establish the starting order at the resumption of the Race.

Any Driver who is delayed leaving the Red Flag Line must not overtake any other moving Car if they were still stationary after the remainder of the Cars had crossed the Red Flag Line, and must form up at the back of the line of Cars behind the Safety Car. If more than one Driver is affected, they must line up at the back of the field in the order they left the Red Flag Line.

c) Any breach of any part of this Regulation 3.28 may be penalised by a Drive Through Penalty (see Regulation 3.20.5) imposed upon the Driver. In the case of a serious breach, the Stewards have the right to apply an increased penalty.

d) If the Race cannot be resumed for any reason, the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the Race was given.

### 3.29 Finish

3.29.1 The end of Race signal (chequered flag) will be given at the Finish Line as soon as the leading Car has completed the full race distance. If the Race time reaches its maximum duration before the full distance has been covered, the chequered flag will be given to the leading Car the first time it crosses the Finish Line after this time has elapsed.

3.29.2 Should for any reason the chequered flag be given before the leading Car completes the scheduled number of laps (or the maximum duration whichever is relevant), the Race will be deemed to have finished when the leading Car last crossed the Finish Line before the signal was given.

3.29.3 Should the chequered flag be delayed for any reason, the Race will be deemed to have finished when it should have finished.

3.29.4 After receiving the chequered flag, all Cars must proceed on the Track directly to Parc Fermé without stopping, without overtaking (unless clearly necessary), without receiving any object whatsoever and without any assistance (except that of the Marshals, if necessary). Any classified Car that cannot reach Parc Fermé under its own power will be placed under the exclusive control of the Marshals who will take the Car to Parc Fermé.

## 3.30 Classification

3.30.1 Classification will be determined according to the FIA International Sporting Code. The winner will be the Driver who, on the completion of the Race and after consideration of all penalties, has covered the prescribed distance in the shortest time.

All Drivers who started will be classified if they have covered at least 75% of the distance (rounded down to the nearest whole number of laps) covered by the winner and have taken the end of race signal on the Track.

Should, for whatever reason, the scheduled race distance (as may be amended by Regulation 3.25.7 and Regulation 3.25.8) not be completed, the following points/ prize money will be awarded:

At least 75% of the scheduled distance = 100% points / prize money
At least 50% of the scheduled distance = 50% points / 100% prize money
Less than 50% of the scheduled distance = 0% points / 50% prize money

3.30.2 The official classification will be published after each Race. It will be the only valid result, subject to any amendments that may be made under these Regulations or the FIA International Sporting Code.

If, however, for whatever reason, the official classification cannot be signed as final by the Stewards before the conclusion of the Meeting, then the Stewards will state in writing the decision that prevents the aforementioned final classification from being published.

3.30.3 Should any intention to appeal against the official race results be formulated, then the classification in question will remain provisional until the completion of the appeal procedure.

## 3.31 Awarding of Points – Driver Classification

3.31.1 After each Race the following points will be awarded to eligible Drivers listed as classified finishers in the final official classification as follows:

| Position | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th |
|---|---|---|---|---|---|---|---|---|
| Points | 30 | 24 | 20 | 18 | 16 | 14 | 12 | 10 |

| Position | 9th | 10th | 11th | 12th | 13th | 14th | 15th |
|---|---|---|---|---|---|---|---|
| Points | 8 | 6 | 5 | 4 | 3 | 2 | 1 |

Points will not be awarded until the completion of any Judicial or Technical procedures and the Stewards have declared the results final.

After each Race, one point will be awarded to the Driver achieving Pole Position (except when the Grid has been formed in accordance with Regulation 3.23.3 f) when the point for Pole Position will not be awarded).

Drivers shall count their results from the total number of Races. Dropped scores are not permitted.

Guest Drivers are not eligible to score points (please refer to Regulation 3.3.5). For the purposes of awarding points and prize money, any Guest Drivers will be removed from the classification prior to calculation.

3.31.2 In the event of any provisional race results being revised after the presentations have been made and such revisions affect the distribution of any trophies, the Competitors concerned must return the trophies to the Series Manager in good condition within 14 days of request.

### 3.32 Awarding of Points – Team Classification

3.32.1 Points will be awarded to all eligible Cars from each Team after each Race (provided that they are listed as classified finishers in the final official classification) as per the format of points scoring for the Driver Classification, except that points awarded to drivers for Pole Position will not be counted.

Points will not be awarded until the completion of any Judicial or Technical procedures and the Stewards have declared the results final.

The official name of the Team used in the Team Classification will be the name provided by the Competitor on their Registration Forms.

Teams shall count their results from the total number of Races. Dropped scores are not permitted.

### 3.33 Prize Money – Driver Classification

3.33.1 Prize money will be paid out to the Teams of the Drivers concerned after the results of Formula BMW Europe have been declared final at the end of the season. The Organising Committee are legally obliged to withhold Foreign Entertainers Tax from non-UK resident drivers on prize money earned at races held in the United Kingdom. Competitors are responsible for meeting their own tax obligations in their country of residency.

3.33.2 The following prize money will be awarded per Race to the Teams of the eligible Drivers listed as classified finishers in the final official classification as follows:

| Position | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|
| EUR | 600.- | 450.- | 350.- | 300.- | 250.- | 200.- | 150.- | 100.- | 50.- | 50.- |

3.33.3 The following prize money will be awarded at the end of the season to the Teams of the eligible Drivers listed in the final Driver classification of Formula BMW Europe:

| Position | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| EUR | 6,000.- | 5,000.- | 4,500.- | 4,000.- | 3,500.- |

| Position | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|
| EUR | 3,000.- | 2,500.- | 1,500.- | 1,000.- | 500.- |

3.33.4 The Organising Committee may use any or all of the prize money earned by a Competitor to offset any outstanding debts and/ or fines owed to them, the FIA, BMW, BARC or official suppliers to Formula BMW Europe by that Competitor at the end of the season.

3.33.5 Should a Driver change Teams during the season as allowed in Regulation 3.3.8, the prize money will be distributed as follows:

Regulation 3.33.2; The Teams concerned will receive the per Race prize money of the Driver for the races contested by that Driver with that Team.

Regulation 3.33.3; End of Season Prize Money will be distributed to the Teams concerned as a percentage of the Driver's final points divided into the points earned while driving for a Team. If this does not result in a whole number, BMW reserve the right to round the figure up or down to a whole number at their discretion.

### 3.34 Drivers' Title

3.34.1 The Driver with the overall highest number of points in the final Driver classification of Formula BMW Europe will be awarded the title:

**"Formula BMW Europe Champion 2010"**

3.34.2 Ties will be resolved as follows:

a) By considering the number of first places of the Competitors concerned.

b) By considering the number of second places, and so on, of the Competitors concerned.

c) If the points are still tied after that, the best position in the final Race will be the determining factor.

### 3.35 Team Title

3.35.1 The Team with the overall highest number of points in the final Team classification of Formula BMW Europe will be awarded the title:

**"Formula BMW Europe Team Trophy Winners 2010"**

In the case of tied points, the winner will be decided in accordance with Regulation 3.34.2.

### 3.36 Penalties

3.36.1 A penalty declared by the Stewards shall be subject to appeal in accordance with the FIA International Sporting Code, except where amended by these Regulations.

The Stewards may impose the penalties specifically set out in these Regulations in addition to or instead of any other penalties available to them under the FIA International Sporting Code.

If any breach is observed then the Stewards alone shall decide on the penalty, in accordance with the FIA International Sporting Code, if the penalty is not explicitly defined in these Regulations.

3.36.2 If any Driver or Competitor repeats the same offence, then the penalties in these Regulations may be increased by the Stewards at their discretion using any of the penalties available to them within the FIA International Sporting Code and these Regulations.

3.36.3 The Organising Committee may, within 90 days of the alleged offence occurring, enquire into any matter regarding the conduct of Competitors in Formula BMW Europe that occurs external to the scope of a Race Meeting. They are empowered to take action if they deem it necessary and punish Competitors (or the Entrant or the Team or the Driver individually) with one or more of the following penalties:-

- A Fine of up to a maximum of € 10,000.-.
- Withholding of prize money.

- Forfeiture of points in the Driver and/ or Team classification even if this results in a negative score.
- Refusal of entry for Formula BMW Europe for up to a maximum of two Meetings and/ or up to a maximum of two Official Tests.
- Exclusion from Formula BMW Europe and, in the case of a serious breach, exclude the party concerned from all BMW Championships/ Series worldwide for a period of up to a maximum of two years.

3.36.4 If a Driver is excluded from a Race or a Meeting for any reason whatsoever, then they shall not be entitled to any financial recompense for the Race or Meeting in question.

3.36.5 The observation of any Incident in the Paddock, in the Pit Lane or on the Track (provocative acts of any kind, verbal or other threats) and/ or behaviour that is unsporting or does not respect the spirit of Formula BMW Europe (breach of sporting moral or ethics, prejudice to the greater interest of motor sport, moral or material prejudice to BMW or to its partners, etc.) committed by a Competitor, Team member, Driver or their entourage will be punished by one or more of the following penalties by the Stewards:-

- A Fine of up to a maximum of € 5,000.-.
- Forfeiture of points in the Driver and/ or Team classification even if this results in a negative score.
- Exclusion of the Competitor and/ or the Driver concerned from the Meeting.
- Refusal of entry for the Competitor and/ or the Driver concerned from Formula BMW Europe from the next Meeting.
- Apply any other penalty available to them under the FIA International Sporting Code.

3.36.6 Any Entrant whose Car is deemed to be ineligible under the Technical Regulations will be subject to the penalties laid down by the FIA International Sporting Code and these Regulations.

3.36.7 Financial penalties issued under these Regulations will be paid to the ASN, which shall remain the sole beneficiary.

## 3.37 Protests and Appeals

3.37.1 Protests must be made in accordance with the FIA International Sporting Code and must be accompanied by the required fee of €1,000.- in cash in the form of Euro's (€).

3.37.2 In the event of a driving infringement during a Qualifying Session, the Stewards may delete any number of the relevant Driver's qualifying times. In the event of a driving infringement during a Race, the Stewards may impose a Drive Through Penalty or a Time Penalty of up to a maximum of 60-seconds at their discretion. In these cases, there is no right of appeal against the decision of the Stewards.

3.37.3 Competitors are entitled to appeal against penalties or any other decisions taken by the Stewards that affect them by observing the form and the deadlines laid down in Chapter XIII of the FIA International Sporting Code. In this case, the intention to appeal must be accompanied by the required fee in cash in the form of Euro's (€).

3.37.4 Appeals against decisions taken by the Organising Committee of Formula BMW Europe must be made to the Motor Sports Association ("MSA") in accordance with the rules and deadlines set down in the MSA Regulations accompanied by the required fee.

## 3.38 Exclusion of Legal Appeals and Restriction of Liability

3.38.1 The decisions of the FIA, MSA, BARC (and their officials), the Organising Committee and the individual Race Organisers as judges will be final.

3.38.2 By applying to register to participate and participating in Formula BMW Europe each Competitor agrees:

to save harmless and keep indemnified BMW and BARC, and any such person, persons or bodies as may be authorised by them to act on their behalf to promote or organise Formula BMW Europe or any part of it and their respective officials, servants, representatives and agents together with other Competitors and their respective servants, representatives and agents, from and against all actions, claims and costs (including without prejudice to the generality of this provision the legal costs of the indemnified party on a solicitor and own client basis), expenses and demands in respect of death or injury or damage to the property of any person whatsoever arising out of or in connection with the negligence and/ or breach of these Regulations by that Competitor. This indemnity does not apply insofar as personal injury or death is caused by the negligence of the party seeking indemnity.

to maintain adequate and sufficient insurance to cover the liability of the Driver and any other Team member and their servants, representatives, agents and guests in respect of any act of default for which it may become liable to indemnify BMW or BARC or any third party in accordance with the paragraph above.

### 3.39 Waiver of Liabilities

3.39.1 By registering to participate in and by participating in Formula BMW Europe, each Competitor (that is, the Entrant, the Team and the Driver) waive any claim whatsoever to compensation for damages that arise in connection with a Meeting or an Official Test, against:-

- FIA and MSA, their presidents, members, managing directors, general secretaries, full-time employees and any other executive officers.
- BARC, BMW, and Mygale S.A.R.L., their presidents, boards of management, managing directors, general secretaries, members, full-time employees and contractors
- Race track owners, organisers, marshals and assistants
- Authorities, racing services, manufacturers and any other persons who are connected with the organisation of each Meeting or Official Test
- Road construction authorities insofar as any damage or injury is caused by the condition of the Track used during a Meeting or Official Test and any accessories or road furniture
- The agents and employees of all the persons and entities referred to above, apart from if the personal injury or death is caused by the negligence of the party seeking an indemnity

3.39.2 By registering to participate in and by participating in Formula BMW Europe, each Competitor (that is, the Entrant, the Team and the Driver) waive any claim for damages whatsoever against:-

- Other Competitors (Entrants, Teams and Drivers) and their assistants, and the owners and keepers of their Cars

- The Entrant, the Team and the Driver in the same Car (any other special agreements between the owners, keepers, entrants, teams and drivers shall take priority) and their own assistants

that arises in connection with a Meeting (including Free Practice, Qualifying or Races) or an Official Test apart from personal injury or death that is caused by the negligence of the party seeking an indemnity.

3.39.3 These liability exclusions shall be applicable to any claims based on any legal grounds whatsoever. In particular, to claims for damages arising from contractual or non-contractual liability and for claims arising from illegal actions. Implied liability exclusions shall not be affected by the above liability exclusion clauses.

3.39.4 By registering to participate in Formula BMW Europe, each Driver undertakes and warrants as follows:-

They have read these Regulations and agree to be bound by them and by the FIA International Sporting Code. They are physically and mentally fit to take part in Formula BMW Europe and are competent to do so. They acknowledge that they understand the nature and type of the competition and the potential risk inherent with motor sport and agree to accept that risk. Further, they understand that all persons having any connection with the promotion and/ or organisation and/ or conduct of each Meeting or Official Test are insured against loss or injury caused through their negligence.

They understand that should they at the time of a Meeting or Official Test be suffering from any disability whether permanent or temporary which is likely to affect prejudicially their normal control of their Car, they may not take part unless they have declared such disability to the ASN which has, following such declaration, issued a licence which permits them to do so.

They undertake that for the duration of Formula BMW Europe they shall have passed or are exempt from an ASN specified medical examination within the specified period.

If any injury occurs or is identified in the course of a Meeting or Official Test or in the case of injury to health which could affect the capacity to participate in motor sport permanently or temporarily, they shall release all medical staff carrying out treatment – in respect of the risk to the safety of third parties that may arise there from – from their duty to maintain patient confidentiality so full disclosure may be made to officials acting in a position of responsibility at the Meeting or Official Test (i.e. Stewards, Race Director, Series Manager).

They understand that in the event of an accident involving injury to them, they may not participate further in Formula BMW Europe until cleared medically to do so by a Doctor appointed by the Organising Committee.

At any time during the course of the season, the Stewards and/ or the Race Director and/ or the Series Manager can require a Driver to have a medical examination by a Doctor appointed by the Organising Committee.

3.39.5 Personal accident insurance for Drivers, marshals and assistants is arranged by the Race Organisers, together with liability insurance on standard terms for organisers and participants. Competitors are aware that in the event of claims for third-party liability between Entrants, Teams, Drivers, vehicle keepers and owners, the policy of the liability insurance for organisers and participants only covers personal injury (not damage to property) that arises from gross negligence.

The Cars and equipment parked or kept in the Paddock/ Pit areas are not insured by the Venue, Race Organisers, BARC or BMW and remain there at the owner's risk.

3.39.6 Each Team undertake to pay for any damage caused by their Cars, their Drivers and/ or their Team Members at an Official Test to the Track and/ or equipment owned by the Race Track Owners. Any such payment must be made within 30 days of receipt of invoice.

### 3.40 Release from Claims by the Vehicle Owner

3.40.1 If the owner of the Car used is not the Entrant, Team or the Driver, the owner of the Car must sign the Registration Form where indicated.

3.40.2 If the owner of the Car does not sign the Registration Form, the Entrant, Team and Driver release all persons and sites mentioned in Regulation 3.39 from all claims, apart from personal injury or death that is caused by the negligence of the party seeking an indemnity

### 3.41 Responsibility, Changes to the Rules and Regulations, Cancellation

3.41.1 Competitors take part in Meetings and Official Tests at their own risk. They shall bear sole civil and criminal responsibility for all damage caused by them or by the Car they are using, insofar as the following liability exclusion is not applicable.

The Organising Committee shall retain the right to make any necessary changes to the Regulations in consultation with the FIA.

In the event of matters outside the reasonable control of BARC and/ or for reasons of safety and/ or in order to meet government directives, the Organising Committee shall retain the right to undertake any necessary changes to the Regulations, or also to cancel or shorten any Meeting or Official Test, if this becomes necessary due to circumstances beyond BARC's control, without being under any liability for damages whatsoever, unless intent or gross negligence are involved.

If, seven days before the commencement of a Meeting, the number of Cars entered is less than 18 the Organising Committee shall retain the right to cancel that Meeting without being under any liability for damages whatsoever.

3.41.2 Each Entrant, Team, Team Member and Driver agree to generally promote goodwill towards Formula BMW Europe 2010, it's Organisers, and all Competitors, persons and companies involved in it. Furthermore, they agree to only issue factually correct matter concerning Formula BMW Europe in any of their publications and/ or those of agents associated with them (including, but not limited to, official statements, press releases, website content).

In the case of any non-compliance with this Regulation 3.42.2, the Organising Committee may refuse the entry of the Competitor from Formula BMW Europe until the situation has been remedied to their satisfaction.

### 3.42 Authoritative Regulation Text

3.42.1 These Regulations are published in English and may be translated into other languages. The final text shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Regulations.

### 3.43 Recognition of the Regulations

3.43.1 Each Entrant, Team (on behalf of itself and all Team members) and Driver confirm their acceptance of the present Regulations (Sporting and Technical), the FIA International Sporting Code (including Appendices) and the registration conditions of the BARC with their signature on the Registration Form.

### 3.44 Jurisdiction

3.44.1 These Regulations shall be subject to and construed in accordance with the laws of England and Wales and the Competitor shall submit to the exclusive jurisdiction of the courts of England and Wales.

### 3.45 Advertising and Television Rights

3.45.1 Each Competitor authorises BMW (during 2010 and thereafter) to use and reuse and licence the use of images and representations of the Cars competing in Formula BMW Europe, and the name, images and representations of the Entrant, the Driver, the Team and Team paraphernalia including (insofar as the same appear on the clothing worn by the Driver or on Team paraphernalia or on the Cars driven by the Driver in Formula BMW Europe) the logo and decals of all sponsors of the Competitor for the purposes of producing merchandise exploiting the reputation of Formula BMW Europe and all elements of Formula BMW Europe.

3.45.2 Each Competitor acknowledges, agrees and authorises during 2010 and thereafter that BMW and those authorised by it have the exclusive right to produce or authorise the production of interactive games of Formula BMW Europe and games including images and representations of the Cars competing in Formula BMW Europe, and the name, images and representations of the Entrant, the Driver, the Team and Team paraphernalia including (insofar as the same appear on the clothing worn by the Driver or on Team paraphernalia or on the Cars driven by the Driver in Formula BMW Europe) the logo and decals of all sponsors of the Competitor.

3.45.3 Each Competitor authorises BMW at all times to use and licence others to use all images of Formula BMW Europe and other material relating to Formula BMW Europe including images and representations of the Cars competing in Formula BMW Europe, and the name, images and representations of the Entrant, the Driver, the Team and Team paraphernalia including (insofar as the same appear on the clothing worn by the Driver or on Team paraphernalia or on the Cars driven by the Driver in Formula BMW Europe) the logo and decals of all sponsors of the Competitor in marketing and packaging material and commercial advertisements exploiting Formula BMW Europe or merchandise of Formula BMW Europe or any individual elements of Formula BMW Europe.

3.45.4 The Formula BMW Europe Champion 2010 and the Formula BMW Europe Rookie of the Year 2010 agree not to announce or authorise any third party to announce any commitments with any other motor manufacturers apart from BMW prior to 15 December 2010.

3.45.5 Cars must carry an official on-board camera during a Meeting at the request of the official TV Production Company or the Series Manager. No other on-board, still or motion picture cameras will be permitted during Meetings. It is prohibited for any Competitor to place advertising or promotional material within the view of any on-board camera without the prior written approval of BMW.

Cars must carry an official on-board camera during an Official Test at the request of the Series Manager. Other on-board, still or motion picture cameras are permitted at

Official Tests, subject to complying with the recording and broadcast rights as detailed in Regulation 3.45.6. It is prohibited for any Competitor to place advertising or promotional material within the view of any on-board camera at an Official Test without the prior written approval of BMW.

3.45.6 All recording and broadcast rights for Formula BMW Europe, for terrestrial television and for cable and satellite broadcasting, all video rights and all other rights relating to any other possible media (Internet, etc) are vested in BMW at all times. Any form of recording, transmission, repeat or reproduction of the same for commercial purposes is prohibited without the express agreement of BMW.

Competitors who are registered for Formula BMW Europe will receive on request from Matthias.Schepke@bmw-motorsport.com, a non-exclusive right relating to the use of television material of Formula BMW Europe for trade fairs and internal purposes without payment of rights fees but subject to payment of any technical costs incurred by BMW.

A non-exclusive right relating to the use of television material of Formula BMW Europe by sponsors, advertisers or for any other form of commercial exploitation may be obtained from BMW upon payment of a rights fee. Application must be made in writing to Matthias.Schepke@bmw-motorsport.com.

### 3.46 Use of BMW Logos and Titles

3.46.1 The reproduction and use of any BMW logo or mark by any Competitor, or any persons associated with them, is strictly prohibited. The reproduction and use of any BMW registered name and/ or title is also strictly prohibited, with the exception of the title "Formula BMW Europe" which may only be used in a form authorised by BMW. Competitors, or any persons associated with them who wish to utilise this title should apply to Matthias.Schepke@bmw-motorsport.com for the authorised artwork.

Each Competitor, and any persons associated with them, agrees that at all times they will refer to the full title "Formula BMW Europe" in any material they may produce.

All caps produced by a Competitor, or by a third party authorised by a Competitor, must contain the official writing "Formula BMW Europe" on the side.

Competitors are advised to read and comply with Regulations 3.18.1 before entering into an agreement with a sponsor. They may not enter a sponsorship agreement that is in contravention of these Regulations and/ or in contravention of the FIA International Sporting Code.

The Organising Committee will refuse the entry of the Competitors in breach of this Regulation from Formula BMW Europe until such time as the breach has been remedied to their satisfaction.

### 3.47 Timing Modules

3.47.1 All Competitors will be required to fit a permanent Timing Module to each of their Cars for the purposes of accurate timing. It will be the responsibility of the Competitor to fit these in the Car in the approved manner that will be advised by Bulletin. These modules must be in place and functioning correctly whilst the Cars are on Track. Competitors will be responsible for the operation and safekeeping of Timing Modules. Any repair or replacement necessary will be at cost to the Competitor.

## 4 Additional Provisions for Formula BMW Europe Rookie Cup

## Preamble

Formula BMW Europe includes a separate classification, the Formula BMW Europe Rookie Cup ("the Rookie Cup"). Independently of the Rookie Cup classification, all of the participants in the Rookie Cup will also be classified for Formula BMW Europe.

### 4.1 Participants

4.1.1 Drivers must not have previously participated in another FIA or ASN-sanctioned racing series anywhere in the world. Karting is an exception to this rule.

Participants withholding information about prior race experience upon Registration will be excluded from the Rookie Cup, will be deleted from the Rookie Cup classification in any Races in which they have already participated, and may be penalised further by the Organising Committee at their discretion.

### 4.2 Registration

4.2.1 Rookie Cup participants must register for Formula BMW Europe but no separate Rookie Cup registration is required. The Organising Committee may reject a registration for the Rookie Cup with an indication of the rejection reasons.

### 4.3 Classification/ Awarding of Points

4.3.1 There is no separate points system for the Rookie Cup. The Driver classification (Regulation 3.31) will be the system used to determine prize money and awards in the Rookie Cup.

### 4.4 Prize Money

4.4.1 Prize money will be paid out to the Teams of the Drivers concerned after the results of Formula BMW Europe have been declared final at the end of the season. The Organising Committee are legally obliged to withhold Foreign Entertainers Tax from non-UK resident drivers on prize money earned at races held in the United Kingdom. Competitors are responsible for meeting their own tax obligations in their country of residency.

4.4.2 The following prize money will be awarded per Race to the Teams of the eligible Rookie Cup Drivers listed as classified finishers in the final official classification as follows:

| Position | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| EUR | 300.- | 250.- | 200.- | 150.- | 100.- |

4.4.3 The following prize money will be awarded at the end of the season to the Teams of the eligible Rookie Cup Drivers listed in the final Rookie Cup classification of Formula BMW Europe:

| Position | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| EUR | 3,500.- | 3,000.- | 2,500.- | 2,000.- | 1,500.- |

4.4.4 The Organising Committee may use any or all of the prize money earned by a Competitor to offset any outstanding debts and/ or fines owed to them, the FIA, BMW, BARC or official suppliers to Formula BMW Europe by that Competitor at the end of the season.

4.4.5 Should a Rookie Driver change Teams during the season as allowed in Regulation 3.3.8, the prize money will be distributed as follows:

Regulation 4.4.2; The Teams concerned will receive the per Race prize money of the Rookie Driver for the races contested by that Rookie Driver with that Team.

Regulation 4.4.3; End of Season Rookie Cup Prize Money will be distributed to the Teams concerned as a percentage of the Driver's final points divided into the points earned while driving for a Team. If this does not result in a whole number, BMW reserve the right to round the figure up or down to a whole number at their discretion.

## 4.5 Title

4.5.1 The Driver with the overall highest number of points in the final Rookie Cup classification of Formula BMW Europe will be awarded the title:

**"Formula BMW Europe Rookie of the Year 2010"**

BMW may, in its absolute discretion, support the Formula BMW Europe Rookie of the Year 2010 (or other Driver awarded a Rookie scholarship at BMW's discretion as substitution to the Rookie of the Year) with an amount of € 75,000.- subject to any conditions they may stipulate.

# 5 Technical Regulations

## 5.1 Uniform Vehicles under the Rules and Regulations

5.1.1 Formula BMW Monoposti are single-seater racing Cars in the category "Free Formulas" (Group E) pursuant to Article 277 in Appendix J of the FIA International Sporting Code.

BMW AG, 80788 Munich is the manufacturer of the complete Car. The Cars are produced under licence by the company Mygale S.A.R.L., Technopole, 58740 Magny-Cours, France. New Cars may only be purchased through BMW AG.

5.1.2 The company logo of BMW must at all times be presented in the exact manufactured position on the Car and any of its components.

## 5.2 Principles

5.2.1 All Cars competing in Formula BMW Europe must

a) comply in full with Article 277 of Appendix J of the FIA International Sporting Code

b) comply in full with these Technical Regulations

5.2.2 Only Technical Bulletins, clarifications or directives issued by the Series Manager will be effective in Formula BMW Europe. When issued they become an integral part of these Regulations and/ or the Formula BMW Spare Parts Catalogue.

## 5.3 General Information/ Preamble

5.3.1 Anything that is not explicitly and expressly authorised within the documents listed within Regulation 5.2 shall be deemed a breach of the Technical Regulations. Modifications, additions, variation, tuning or removals are only permitted if expressly allowed by these Regulations and/ or approved by the Chief Scrutineer.

5.3.2 Where referred to the Formula BMW Spare Parts Catalogue ("Spare Parts Catalogue") shall be the latest version, as defined by Bulletin, including any amendments issued by the Series Manager by Bulletin thereafter.

5.3.3 All admissible parts are defined by parts number in the Spare Parts Catalogue. Admissibility of parts of an older version is also defined in the Spare Parts Catalogue. No other parts are allowed (e.g. floors, steering wheel spacers, etc.). It is also prohibited to modify parts (e.g. wheel bearings, polishing of gear box parts, etc.), except where expressly permitted to do so by these Regulations.

The Chief Scrutineer and the Assistant Chief Scrutineer have access to reference parts that may be inspected and various scrutineering gauges that may be borrowed on request by Competitors.

For the avoidance of doubt, it is the responsibility of the Competitor to ensure that only eligible parts and components are fitted to the Car (see Regulation 3.15.4).

5.3.4 A Formula BMW Europe Car Log Book is mandatory.

5.3.5 Any item which if used would be a clear breach of the Technical Regulations that is in the possession of the Competitor may be deemed to be a breach of the Technical Regulations. Items include, but are not limited to, tyre warmers, tyre treatment compounds, fuel/ oil additives and parts/ components modified outside the remit of these Technical Regulations.

5.3.6 Where referred to the User Manual Mechanics and User Manual Engineering shall be the latest version, as defined by Bulletin, including any amendments issued by the Series Manager by Bulletin thereafter.

## 5.4 General Conditions, Permitted Modifications and Auxiliary Units

5.4.1 Work may be carried out that constitutes part of the normal maintenance of the Car or serves to replace parts that have been damaged by wear and tear or by an accident. It is forbidden to add or omit material, or modify in any manner, unless expressly permitted to do so by these Regulations.

Modifications may only be performed and auxiliary units may only be installed within the specified limits defined below. Parts damaged by wear and tear or accident must be replaced by original parts. All parts must always correspond to the reference parts and the Spare Parts Catalogue (see Regulation 5.3.2). The location, orientation and operation of all parts must be as intended by BMW and, where appropriate, shown in the Spare Parts Catalogue.

Damaged bodywork may be repaired. Bodywork is defined within Appendix J, Article 275-1.4 of the FIA International Sporting Code. However, such repairs may only be carried out under the condition that they retain the construction, material and dimensions of the original part and these Regulations are complied with. Any repair must not affect the part identification number or hologram sticker.

Repairs to the monocoque may only be undertaken by an authorised repair partner, as defined by Bulletin. Full documentation of any repairs must be presented to the Chief Scrutineer at Preliminary Scrutineering at the next Meeting. Please see the User Manual for further information.

5.4.2

a) Standard fixing components (those without a dedicated part number in the Spare Parts Catalogue) on the Car such as nuts, screws, washers, lock washers, spring washers, cotter pins may be replaced by standard parts of equal or higher quality, and must comply with the appropriate standard. Any threads should be of the same type, size and pitch. Titanium is forbidden for use as a material in bolts. It is permissible to shorten standard bolts and screws if their function is retained. To ensure this, a complete turn of thread must be exposed beyond the nut. Kay nuts may replace Nylstop nuts.

b) For fixing components with a dedicated part number in the Spare Parts Catalogue the length must be within a tolerance of +1mm/ -0.5mm.

c) Quick fasteners for clutch and fuel lines are permissible if specifications for motorsport are complied with.

5.4.3 Individual adaptation (rework) of the heel support 90° (P no 7772 838) is permissible, subject to the approval of the Chief Scrutineer.

5.4.4 All adjustments and modifications included within the User Manual Mechanics and the User Manual Engineering are permitted.

5.4.5 The Race Organisers, Organising Committee and/ or Chief Scrutineer may require auxiliary units to be fitted (e.g. cameras, control units, etc.). When required, fitment will be mandatory. Any attempt to remove or tamper with auxiliary units will be deemed a breach of the Technical Regulations.

5.4.6 The Driver's throttle pedal rest (P no. 7 772 306) may be modified only by the drilling of two holes (one additional set), allowing the pedal face to be moved away from the brake pedal for greater clearance of the Driver's foot, subject to the approval of the Chief Scrutineer. No other modifications are permissible.

5.4.7 Reconditioning of the steering wheel (renewing, coating with suede) is permitted only by TBC. Please see Appendix B for contact details.

5.4.8 Bodywork may be painted and/ or graphics applied in accordance with Appendix A, Sketch 1, insofar as Regulation 5.17.1 is respected.

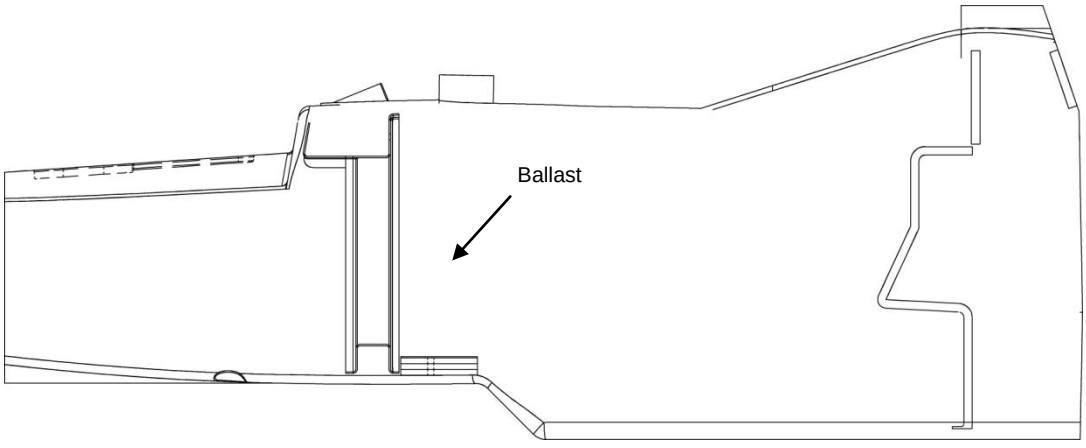
## 5.5 Car Minimum Weight and Ballast

5.5.1 At any time during a Meeting, the minimum weight of the Car must be 550 kg, incl. the Driver and racewear (see Regulation 5.22).

5.5.2 If ballast has to be added to the Car, only the parts listed in the Spare Parts Catalogue, including the cover plates, may be used. The use of the two ballast plate sizes at the same time is only permitted if the smaller plates are mounted on top of the bigger plates. In this case only the cover plate of the highest ballast plate is prescribed. To ensure that the position of the Driver is not affected, up to a maximum of 25 kg may be attached. The attachment and the mounting points between the bulkhead and the Driver's seat must be used as provided by the manufacturer. It must be possible to seal the ballast using sealing wire.

The mandatory location for the ballast is as shown in Figure 1 below:-

**Figure 1**




5.5.3 If a Car loses a part during a Qualifying Session or a Race, the weight of this part may be taken into account during weighing at the discretion of the Stewards, following consultation with the Chief Scrutineer.

## 5.6 Emission Specifications/ Catalytic Converter

5.6.1 The current FIA emission specifications must be complied with.

5.6.2 The catalytic converter must be used in conformity with DMSB Homologation no. FB 9074-10. The catalytic converter must function as intended at all times when the engine is running. A loose or missing internal core will be deemed a breach of the Technical Regulations. Protests against the conversion rate of the catalytic converter are not permitted.

## 5.7 Noise Regulations

5.7.1 The maximum admissible noise limit value is 115 dB(A), measured on a Drive-By Meter. This limit value is measured according to the FIA noise measuring method.

5.7.2 It is mandatory that the exhaust configuration (muffler) version, P no. 18 12 1 7748 918, together with the assembly kit (bracket, spring, etc.) must be fitted on all Cars at each Official Test.

5.7.3 For each Race Meeting, it is mandatory to fit the "open" exhaust pipe system with the following configuration:

- Exhaust Tube (P no. 18 31 7749 294)
- Spring (P no. 7751 185)
- Bracket (P no. 7751 184)
- Lock Nut (P no. 1 313 177)

The ECU's for this exhaust system will be distributed at scrutineering.

## 5.8 Safety Regulations

5.8.1 The Regulations in conformity with Article 277 in Appendix J of the FIA International Sporting Code must be complied with in full, in accordance with Regulation 5.2.1.a.

5.8.2 The Cars must include the following safety equipment functioning as intended by BMW. Unless otherwise specified, details of the articles concerned relate to the current Appendix J of the FIA International Sporting Code.

- Fuel lines and fittings in conformity with Article 275.6.2
- 2-circuit brake system in conformity with Article 275.11.1
- Safety belts in conformity with Article 275.14.4
- Fire extinguisher system in conformity with Article 275.14.1 that must be fully functional and armed at all times whilst the Car is taking part in any on-Track activity
- Safety Structure according to Article 275.15.2 and 275.15.3
- Rear mirror in conformity with Article 275.14.3
- Circuit breaker in conformity with Article 275.14.2
- Safety fuel tank in conformity with FIA Standard FT3 1999 in compliance with Article 275.6 1.1
- Head restraint in conformity with Article 275.14.6
- Tail light in conformity with Article 275.14.5
- Reverse gear in conformity with Article 275.9.3
- Prohibition of tyre pressure-control valves in conformity with Article 275.12.6
- FORS seat shell (version 2008), P no. 7751 360
- Seat shell fixation bracket, P no. 7749165 or P no. 7749 007
- Seat belt fixation (Safety belt top bracket spacer HANS®), P no. 7749 176
- Wheel restraint tethers, twice for each front wheel suspension P no. 7772 192 and 7772 193, twice for each rear wheel suspension P no. 7749 131 and 7749 174
- HANS® preparation in conformity with Article 275.14.6
- Switch cover extinguisher box SPA, P no. 7749 239
- Safety panels, P no. 7749 182 and 7749 183

5.8.3 The Fire Extinguisher system must be fully functional and armed at all times whilst the Car is taking part in any on-track activity.

Prior to each Free Practice Session, Qualifying Session and Race, the Assistant Chief Scrutineer and/ or the Formula BMW Technicians may check in the Assembly Area that the fire extinguisher on each Car is switched on. Any Car not complying will not be permitted to proceed to the Grid or take part in the Session/ Race until such time as the fire extinguisher has been fully activated by the Competitor. For the avoidance of doubt, it is not the responsibility of the Scrutineer or Technician to activate the extinguisher. In addition, the matter will be reported to the Stewards who may impose a Fine of € 250.- upon the Competitor for such non-compliance.

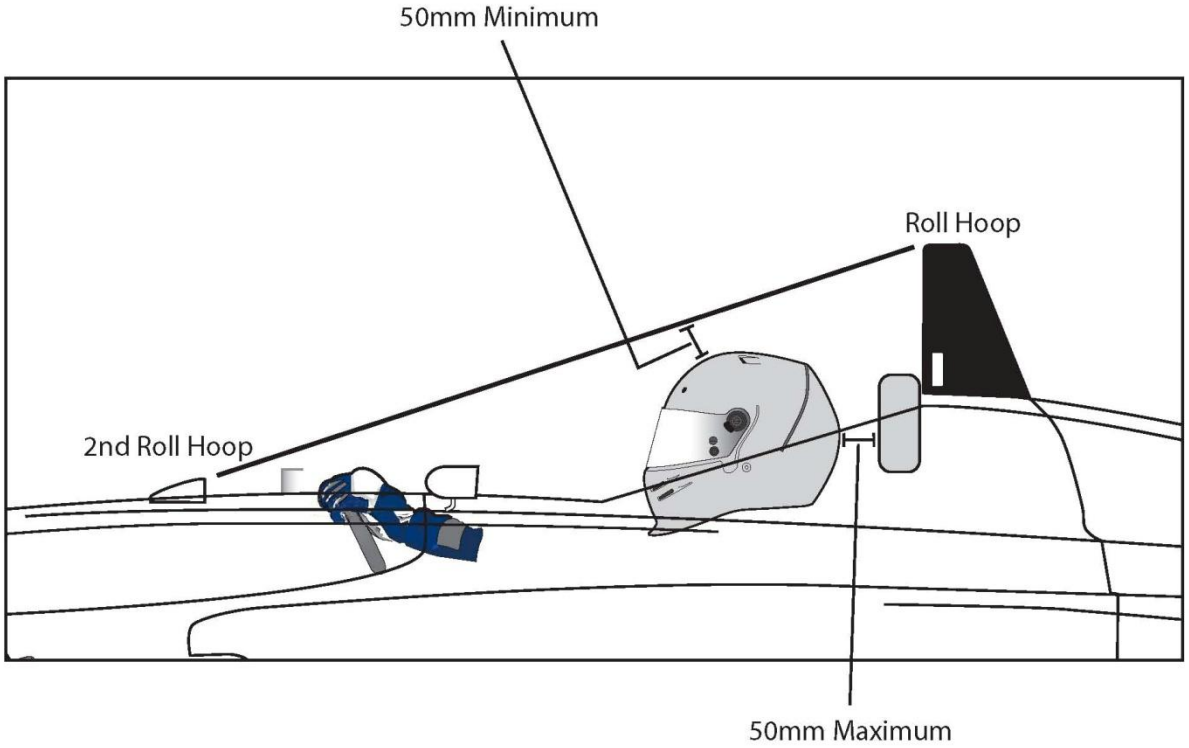
At the end of each Qualifying Session and Race, the Assistant Chief Scrutineer and/ or the Formula BMW Technicians will check in the Parc Fermé area that the fire extinguisher on each Car is switched on. Any Car not complying will be reported to the Stewards. For a repeat or subsequent repeats of non-compliance in Parc Fermé by the same Competitor during the course of the season, the Stewards may apply an increased penalty.

## 5.9 FORS (Formula Rescue Seat) and Seat Position

5.9.1 The FORS seat shell bracket (lateral seat shell fixation - P no. 7749 077 or 7749 165) in the neck area of the seat shell must be bolted into the lowest holes possible for the safety belt fixation bracket of the shoulder belt. The guide blocks (P no. 7749 077) in the neck area must be mounted in the lowest holes for the safety belts.

a) The Driver's helmet must not exceed a maximum horizontal distance of 50 mm from the front part of the head restraint as indicated in Figure 2 below. This value is measured in the normal Driver's position, taking into account Article 275 15.2.2.

**Figure 2**

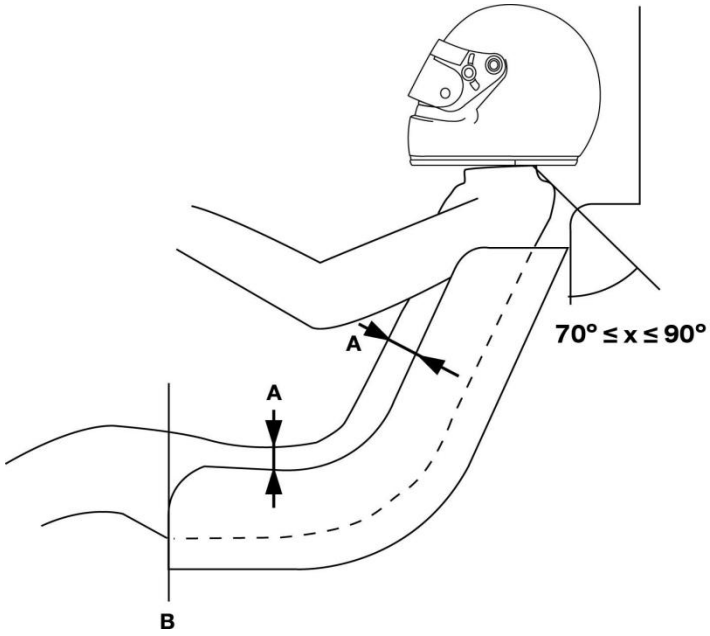



b) The manufacture of individual seat cushions on the seat shell is permissible. The length and width of the seat foam must not project beyond the outermost points of the seat shell as indicated by distance B in Figure 3 below. The seat foam must not have any sharp edges in the area of the neck. A second seat cushion may be positioned between the front edge of the seat shell and the first bulkhead in the monocoque in order to provide longitudinal stability for the Driver. It must be possible to remove this additional seat cushion independently without removing the seat shell or the seat cushion on the seat shell. The black leg belts of the seat shell must lie on top of the additional cushion. It must be possible to fasten all belts when the driver is seated without removing any seat cushion and without the Driver having to move their back.

The Driver's body must project at least 50 mm above the seat foam when viewed from the side as indicated by distance A in Figure 3 below.

The height of the seat foam must be selected such that when the belt is fastened on the shoulder of the Driver, it is at an angle between 70° and 90° to the rear panel of the monocoque (as indicated in Figure 3 below) and does not touch the seat cushion.. This height must not be exceeded over the entire width of the seat shell, including the area of the neck.

**Figure 3**




c) The Velcro tapes attached in the head area of the seat shell must be folded forward in the direction of motion under the head restraint. Affixing Velcro tapes in any manner is prohibited.

5.9.2 The shoulder pads may only be used in the following configurations:

- outer part and thick inner part, or
- outer part and thin inner part, or
- outer part only.

In each case, in the normal position, the shoulders of the Driver must touch the shoulder pads. In the case that only the outer parts are used, the dovetails must be closed and flush with the exterior surface.

5.9.3 The Driver's helmet must have a minimum vertical distance of 50mm measured perpendicular from the projected straight line between the roll over bar behind the head of the driver and the roll over structure in front of the head of the driver as indicated in Figure 2 above.

## 5.10 Head Restraint

5.10.1 It is not permitted to cover the head restraint with any material other than paint. The addition of a vinyl cover and/ or stickers on the internal face is forbidden, but is permitted on the upper external face subject to the approval of the Chief Scrutineer whose decision shall be final.

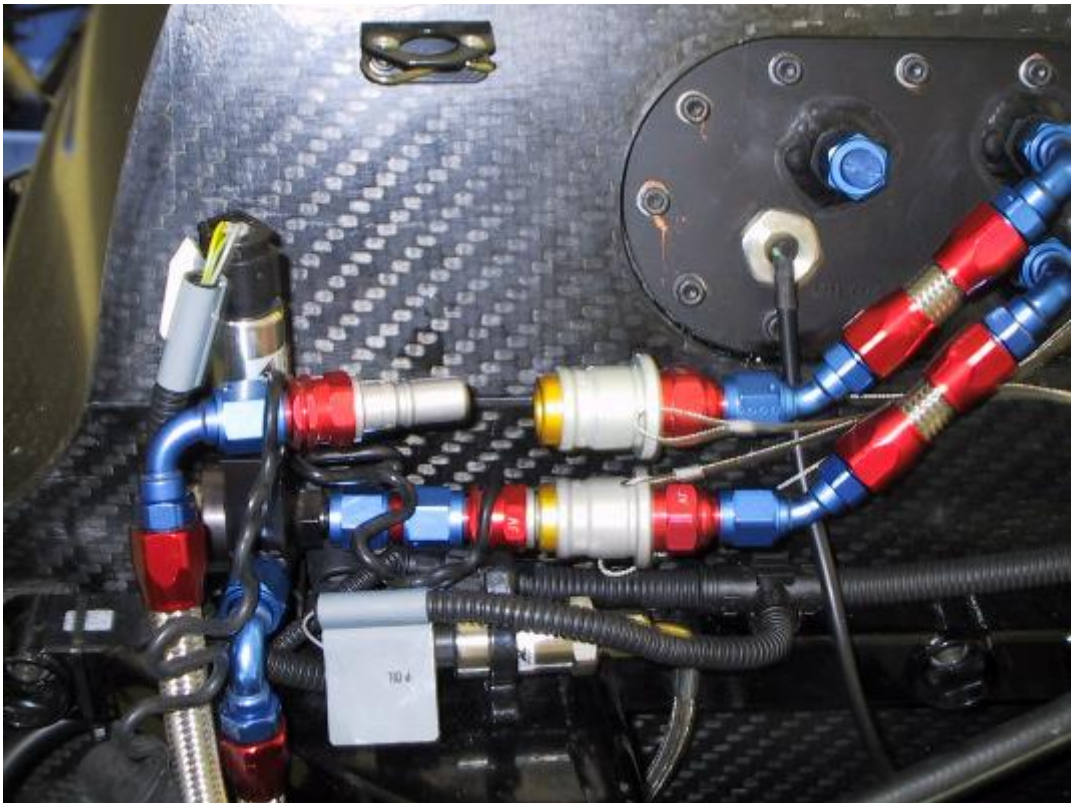
5.10.2 The head restraint must be free of any cracks that allow water to soak into the core. If, in the opinion of the Chief Scrutineer or the Assistant Chief Scrutineer, this Regulation 5.10.2 has been breached, the head restraint must be replaced or repaired by Mygale at cost to the Competitor.

## 5.11 Fuel and Oil

5.11.1 Use of the official fuel (standard, Unleaded Super Plus petrol, DIN EN 288), supplied at the venue, is mandatory for all Competitors throughout each Meeting and is specific to that Meeting. Fuel from one Meeting is not allowed for use at another Meeting. Competitors will be informed by Bulletin of the location of the nominated official fuel source for each Meeting and the times at which Competitors may purchase their fuel. At no time during a Meeting should there be any other fuel present in the fuel tank or the fuel system other than that from the prescribed source. Any change to the specified fuel is prohibited. No substance of any kind may be added or removed, and no changes in concentration are permitted. Cooling measures are not permissible and the use of any artificial means to reduce fuel temperature below ambient air temperature is prohibited. Failure to comply with this Regulation 5.11.1 may result in exclusion from the Meeting.

5.11.2 The Chief Scrutineer or his appointed nominee may take a fuel sample from a Competitor's Car at any time during a Meeting. Following a Qualifying Session or a Race, a Competitor's Car will be weighed to check for compliance with Regulation 5.5.1 before a fuel sample is taken. At any time during a Meeting, and in particular at the end of each Qualifying Session and Race, the fuel cell of the Car must contain an amount of fuel to obtain at least 3 litres of fuel to be taken from the coupling (as indicated in Figure 4 below).

**Figure 4**



Should a Car be found to be carrying less than 3 litres of unused fuel reserve, the following penalties may be applied to the Driver:-

a) After a Qualifying Session: Exclusion from Qualifying.

b) After a Race: Exclusion from the Race results.

5.11.3 The following procedures for fuel and oil samples will apply:-

a) Prior to the commencement of each Meeting, a reference sample will be taken from the fuel supply determined for that particular Meeting. In the case that the fuel is stored in different containers at the venue (the chambers of a tanker are not different chambers under the sense of this Regulation), a reference sample will be taken from each container.

A reference sample of engine and gearbox oil will be obtained from an unopened container from the manufacturer.

Gas- and fuel-tight locking containers will be used for the samples. Three samples will be placed in the containers that will be delivered as follows:

- one container to the Chief Scrutineer for testing
- one container to the Organisers of the Meeting
- one container to the fuel supplier

Each container will be labelled and sealed.

b) The Chief Scrutineer or his appointed nominee may take samples from the Cars at any time during the Meeting. Gas- and fuel-tight locking containers will be used for the samples. Three containers will be filled with the samples and delivered as follows:

- one container to the Chief Scrutineer for testing
- one container for the Organisers of the Meeting
- one container to the Competitor

Each container will be labelled and sealed.

c) Testing of samples, including gas chromatography, will usually occur at the Meeting but may be undertaken away from the Meeting. If the fuel prescribed in Regulation 5.11.1 is stored in different containers at the venue, samples from all containers may be used for comparison with the samples from the Cars. Where applicable, it may also be tested to see if a mixture of the fuels from the different containers could cross-match with a sample from a Car.

5.11.4 No refuelling is permitted during a Free Practice Session. Failure to comply may result in a Fine of a minimum of € 500.-.

5.11.5 No refuelling is permitted during a Qualifying Session nor prior to the completion of Post Qualifying scrutineering. Failure to comply may result in the deletion of all times of the Driver from that session.

5.11.6 No refuelling is permitted during Races (including the Start Procedure for a Race) nor prior to the completion of Post Race scrutineering. Failure to comply may result in exclusion of the Driver from the Race results.

5.11.7 Castrol TWS Motorsport oil or Castrol Edge 10W-60 is the only engine oil that may be used. They may not be mixed. Any change to the specified oil is prohibited. No substance of any kind may be added or removed, and no changes in concentration are permitted.

5.11.8 Castrol SAF XJ 75W140 is the only gearbox oil that may be used. Any change to the specified oil is prohibited. No substance of any kind may be added or removed, and no changes in concentration are permitted.

5.11.9 The Organising Committee reserve the right to mandate the use of the official fuel (standard, Unleaded Super Plus petrol, DIN EN 288) for each Official Test. If this is to be implemented, the Organising Committee will inform all Competitors by Bulletin by no later than 31 December 2009.

## 5.12 Engine

5.12.1 Only the sealed original engine type 124 EA (P no. 7772 255) is authorised for Official Tests and Meetings. Please also refer to Regulation 3.12. Engines with broken seals will be reported to the Organising Committee and will be disqualified from further use in Formula BMW Europe. If the seal on the engine data recorder is broken, the engine must be rebuilt by the official engine partner. This rebuild will be performed at cost to the Competitor responsible for the Car.

A complete list of service work that may be undertaken on the engine by the official partner is included in the 'Permissible Engine Service Works' document which is available from the Series Manager.

5.12.2 Only maintenance work not entailing damage to the seals may be carried out on the engine. When accessible parts are replaced, only original BMW parts for the 124EA engine type listed in the latest Spare Parts Catalogue may be used.

5.12.3 At any time during a Meeting and at the request of the Chief Scrutineer or the Assistant Chief Scrutineer, Competitors must attach a test probe, provided by the Organising Committee, in the additional opening in the exhaust in front of the catalytic converter.

5.12.4 Only engines with less than 75 running hours recorded on their data recorder at Preliminary Scrutineering are permitted for use at a Meeting.

5.12.5 Only engines with two scrutineering seals on the hall sensor cover are eligible for use.

## 5.13 Power Transmission

5.13.1 Gearbox
Only the FTR gearbox manufactured by Hewland is permissible (P no. 7772 001, 7751 239 and 7751 350). All gearwheel pairs used must be identified as "Formula BMW".

Only the following gear ratios are permissible:

| Position | Gearwheel pair | Part number |
|---|---|---|
| 1st gear | 12/38 | 7772376 |
| 2nd gear | 15/33 | 7772378 |
| 2nd gear | 15/32 | 7772377 |
| 3rd-6th gear | 17/30 | 7772382 |
| 3rd-6th gear | 15/25 | 7772379 |
| 3rd-6th gear | 17/26 | 7772381 |
| 3rd-6th gear | 16/23 | 7772380 |
| 3rd-6th gear | 18/25 | 7772386 |
| 3rd-6th gear | 18/24 | 7772385 |
| 3rd-6th gear | 18/23 | 7772384 |

| | | |
|---|---|---|
| 3rd-6th gear | 21/26 | 7772390 |
| 3rd-6th gear | 19/23 | 7772393 |
| 3rd-6th gear | 21/25 | 7772389 |
| 3rd-6th gear | 21/24 | 7772388 |
| 3rd-6th gear | 19/21 | 7772387 |
| 3rd-6th gear | 18/19 | 7772383 |
| 6th gear | 24/24 | 8326987 |

The axle transmission ratio is 9/35.

The gearbox selector spring (part no. 7751 403) must have a minimum free length of 41.3 mm.

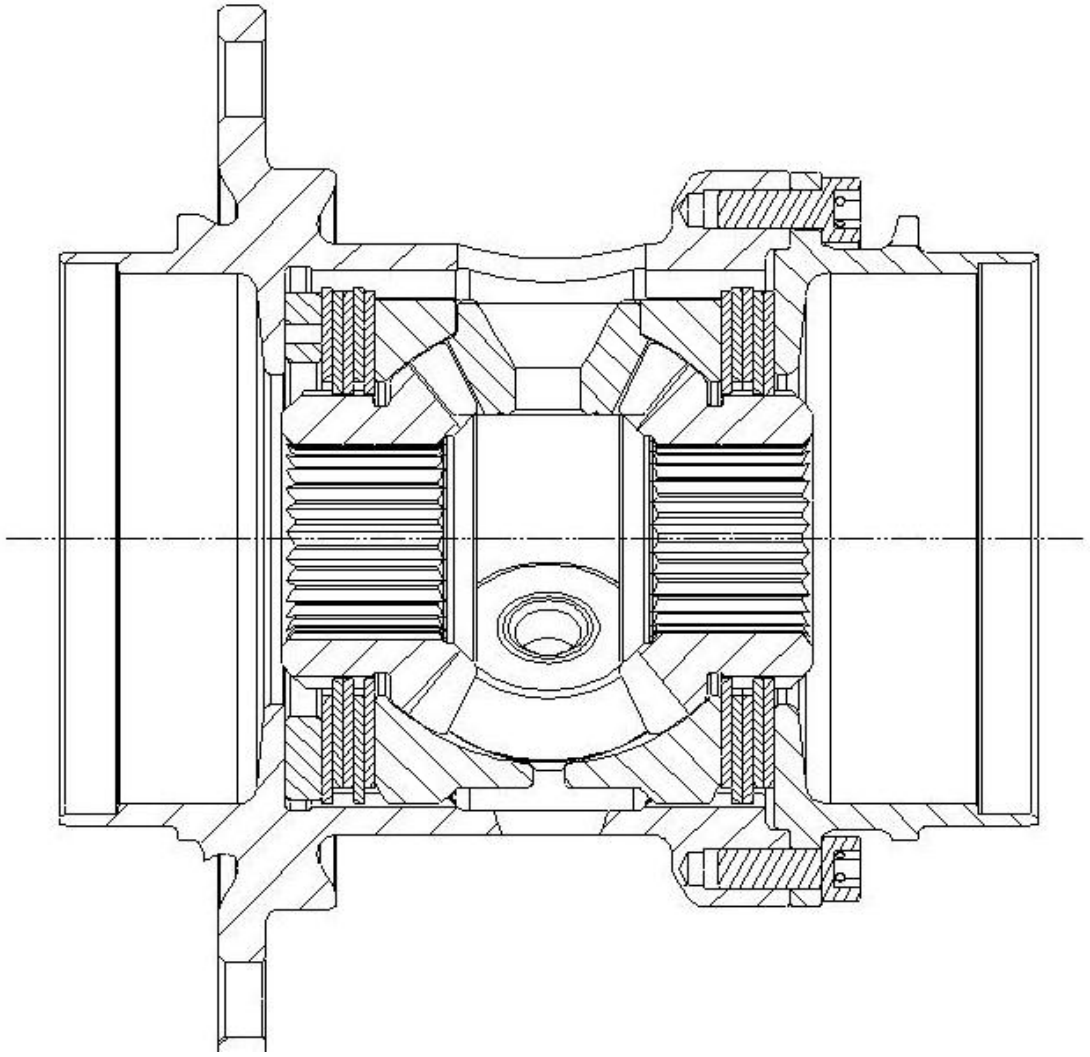
5.13.2 Differential

| Ramp angle acceleration | Ramp angle Brakes | Number of active friction surfaces | Preload |
|---|---|---|---|
| 60° (± 2°) | 80° (± 2°) | 8 | Max. 30 Nm |

The only permitted configuration of the working faces in the differential is indicated in Figure 5 below. For the avoidance of doubt, this includes eight working faces (four per side). Please see the drawing below.

The procedure for checking differential pre-load is outlined in the current Hewland FTR manual. This manual and all updates can be found on Hewland Engineering's website, www.hewland-engineering.co.uk. The specified range of pre-load allows the differential to be checked at any temperature and must fall within that range. It is not permissible to add additional shims. The only arrangement is according to Figure 5 below.

**Figure 5**



## 5.14 Brakes

5.14.1 The brake system has two independent brake circuits (front, rear), with pivots for adjusting the distribution of the braking force.

5.14.2 Only main brake cylinders specified in the Formula BMW Spare Parts Catalogue, incl. clutch cylinder, may be used.

5.14.3 Only correctly etched Ferodo brake pads, sold by Mygale, may be used during Meetings and Official Tests.

5.14.4 Each brake disc (part no. 7749 241) must have a minimum thickness of 8.0mm. Small areas not respecting this minimum thickness (for example, a gouge mark caused by a stone) will be taken into consideration by the scrutineers.

## 5.15 Steering

5.15.1 The Car has a rack-and-pinion steering. All screw connections along the steering column must be secured by a wire through a hole in the bolt.

5.15.2 The installation of a maximum of five 10mm steering wheel spacers (P no. 7772 773) under the steering wheel is permissible, notwithstanding that FIA Appendix J, Article 275.15.2.2 concerning the minimum distance from the steering wheel to the front roll-hoop still applies.

5.15.3 The BMW logo (roundel) on the steering wheel must be in good condition and in position at all times and is not allowed to be covered.

## 5.16 Wheel suspension

5.16.1 The Car has an independent wheel suspension with a double wishbone including protection against ingress. The wheels have centre locking nuts with retaining clips.

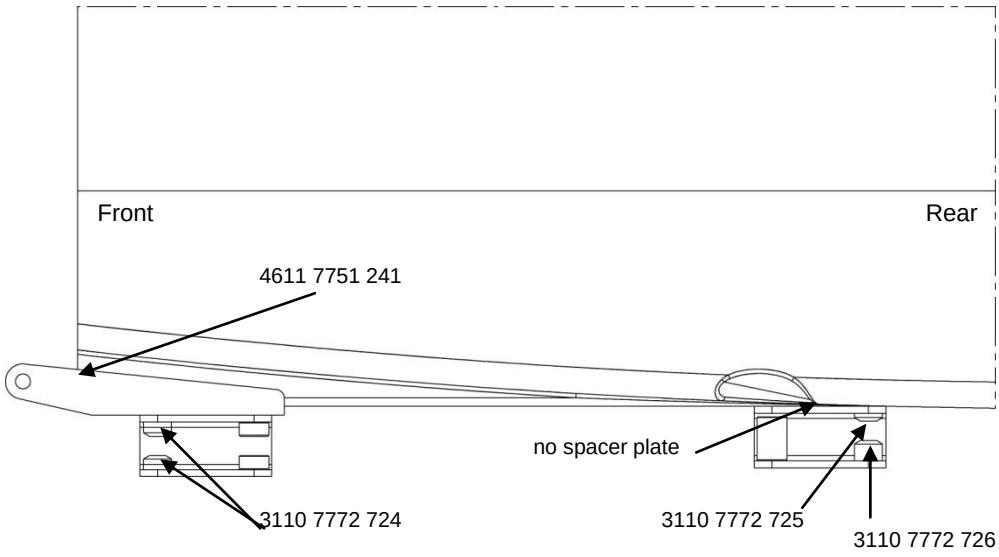
The suspension struts are combined shock-absorber elements. The spacer sleeves used on the screw fastenings of the wishbones and tie rods must remain in their original installation position (see User Manual Mechanics). The spacer bushes (P no. 7772 297) must not be changed.

5.16.2 Only the mounting position locations indicated in Figures 6, 7, 8 and 9 below are permitted. The use of specified bushings and spacers is required where shown.

**Front suspension:**

Mounting Points 1:

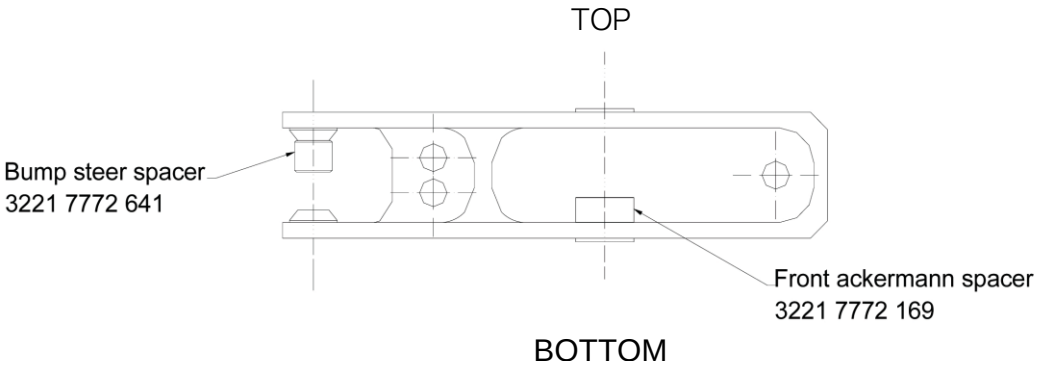
**Figure 6**




Caster Bumpsteer Spacer Location 1:

**Figure 7**

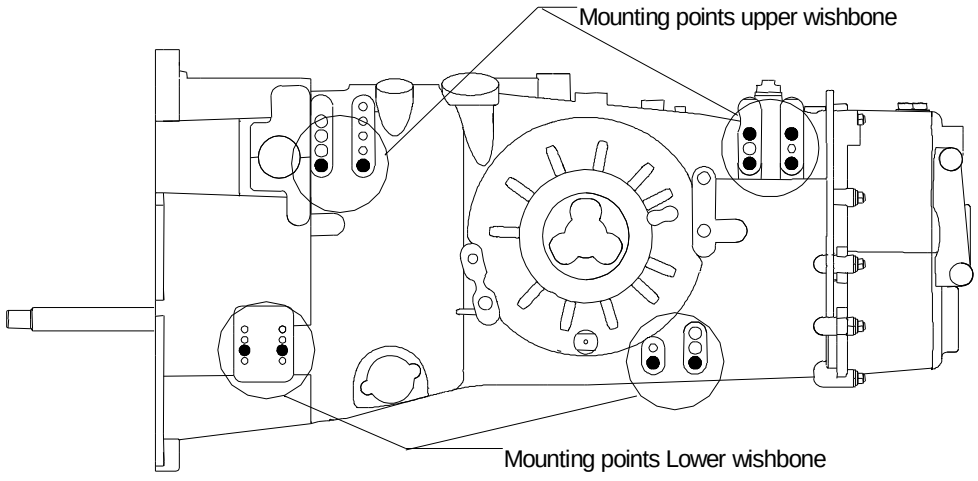
Caster bumpsteer spacer location:




**Rear suspension:**

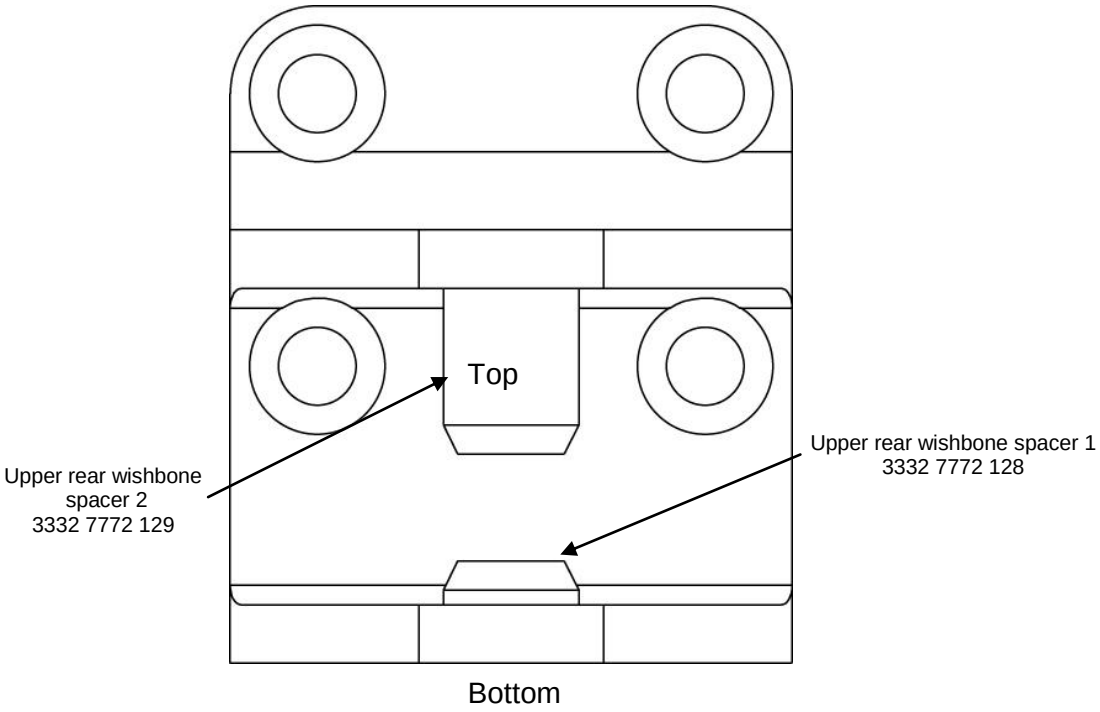
Mounting Points 1:

**Figure 8**




Rear Upper Wishbone Bracket 1:

**Figure 9**




5.16.3 The uprights (P nos. 7751 353, 7751 143 and 7751 352), introduced as an optional part in 2008, are identical to the parts they are replacing in their relevant geometry and material. To compensate for the higher un-sprung weight when compared to the original uprights, it is mandatory to use the heavier Wheel tether steel bracket (P no. 7751 358) on each upright except on the 2008 upright versions (P nos. 7751 353, 7751 143 and 7751 352) when Wheel tether mounting (P no. 7772 194) must be used.

5.16.4 Shock Absorbers

| | |
|---|---|
| Manufacturer: | Sachs |
| Front:P no. 7772 173 | valve: 6 |
| Rear: P no. 7772 825/826 | valve: 4 |

Reconfiguring the shock absorbers is not permissible. Maintenance, repair and inspection of the shock internals must be performed by the approved service provider.

5.16.5 Springs

Only the use of the approved listed springs is allowed. All springs must have the required Formula BMW marking in good condition.

| | | |
|---|---|---|
| Manufacturer: | Eibach | |
| Approved springs front axle: | P no. 7772 466 | Rate: 500 |
| | P no. 7772 346 | Rate: 600 |
| | P no. 7772 467 | Rate: 700 |
| | P no. 7772 468 | Rate: 800 |
| Approved springs rear axle: | P no. 7772 468 | Rate: 800 |

| | |
|---|---|
| P no. 7772 469 | Rate: 900 |
| P no. 7772 347 | Rate: 1000 |
| P no. 7772 470 | Rate: 1100 |

5.16.6 Roll bars

On each post of the front roll bar, one original 5mm and one original 7mm spacer must be fitted. The alignment of the spacers, on the inside or outside of the bearing, is free. No additional spacers are allowed to be used.

Detaching the rear roll bar is permissible. When disconnected the roll bar link must remain within the confines of the Car.

5.16.7 Bumpstops/ Packers

The use of bumpstops and packers is permitted and these do not need to be selected from the Spare Parts Catalogue.

## 5.17 Identification of Car Parts

5.17.1 Parts of the Car relevant to safety or performance are identified by a number, a laser marking, hologram, label, a seal or a transponder so as to create a level playing field. No modifications to these identifications are permissible. The hologram stickers on the bodywork parts must be legible at all times during a Meeting. To prevent hologram stickers becoming loose or damaged, it is allowed to cover the holograms and labels with transparent tape. The laser markings must be legible at all times during a Meeting and must not be covered with tape.

All parts that have to carry a hologram sticker, label or laser etching are identified in the latest Spare Parts Catalogue. A part is no longer permissible if it does not bear the hologram, label or laser etching. Any part not displaying the appropriate hologram, label or etching will be impounded by the Chief Scrutineer and will be the subject of an examination by the supplier and/ or manufacturer.

5.17.2 Only the Chief Scrutineer or the Assistant Chief Scrutineer may replace damaged or loose holograms. The completeness of the holograms according to the listing in the Spare Parts Catalogue is the responsibility of the Competitor. It is the responsibility of the Competitor to inspect and ensure that all part holograms are in place and accounted for prior to scrutineering.

## 5.18 Wheels and Tyres

5.18.1 The nominated tyre supplier for Formula BMW Europe is Michelin. Only tyres authorised by these Regulations may be used.

5.18.2

a) At each Meeting: Four front and four rear tyres per Driver must be selected at the Tyre Lottery. The time for the Tyre Lottery at each Meeting will be advised by Bulletin. These tyres must be scanned and recorded by the Tyre Administrator prior to their release from the Michelin area. It is the responsibility of each Competitor to ensure that the Tyre Administrator has scanned and recorded their tyres, and has approved their release to the Tyre Impound Area. The selected tyres are related to the Driver, and are prescribed from the beginning of the Free Practice Session to the end of the second Race and may not be exchanged between Drivers.

In addition, each Driver may use two front tyres and two rear tyres that were nominated for them at any previous Meeting or Official Test in which they participated. These

tyres are related to the Driver and are only permitted for use during the Free Practice Session. These tyres must be scanned and recorded by the Tyre Administrator at the time notified by Bulletin for each Meeting but are not subject to the Impound process. It is the responsibility of each Competitor to ensure that the Tyre Administrator has scanned and recorded their tyres before they may be used.

b) At each Official Test Day:

At the Driver's first Formula BMW Europe Official Test Day of the year, four front and four rear tyres per Driver may be selected from the prescribed stock at the Michelin Race Service. In addition, four "used" front and four "used" rear tyres may also be nominated

At each subsequent Official Test Day, two front and two rear tyres per Driver may be selected from the prescribed stock at the Michelin Race Service. In addition, any number of tyres that were nominated for the Driver at any previous Meeting or Official Test in which they participated may be nominated.

It is mandatory that these tyres must be scanned and recorded by the Tyre Administrator a minimum of one hour prior to the start of the Official Test. It is the responsibility of each Competitor to ensure that the Tyre Administrator has scanned and recorded their tyres. Tyres that have not been scanned and recorded are not permitted for use. The selected tyres are related to the Driver, are prescribed for the whole day of the Official Test and may not be exchanged between Drivers.For the avoidance of doubt, in order for the allocation of tyres available under this Regulation 5.18.2.b to be available to Competitors, the Driver and their registered Team must be present at the Official Test with the Driver completing a minimum of five laps during the day. If these conditions are not met, the Organising Committee may order that the Competitor concerned may not take the allocation of tyres available under this Regulation 5.18.2.b at the next Official Test in which the Driver participates and require the tyres allocated on this Official Test Day to be carried forward instead.

c) At the Team's first Formula BMW Europe Official Test of the year, up to a maximum of four front and four rear tyres per Car that they have registered may be selected from the prescribed stock at the Michelin Race Service. It is mandatory that these tyres must be scanned and recorded by the Tyre Administrator during the course of this first Official Test. For the avoidance of doubt, a Team may not request tyres in accordance with this Regulation 5.18.2.c) after their first Formula BMW Europe Official Test of the year.

Teams may request approval from the Series Manager to use these tyres at any Official Test, in addition to the prescribed allocation for each Driver in Regulation 5.18.2.b). Once approval has been granted, the Tyre Administrator will scan and record the tyres concerned and allocate them against the name of the Driver who will be using the tyres. Tyres that have not been scanned and recorded to a specific Driver are not permitted for use. The tyres concerned then become related to that particular Driver and may not be exchanged between Drivers.

d) A "used" tyre is deemed to be a Formula BMW tyre (see Regulation 5.18.9) that is not from the prescribed stock at the Michelin Race Service and, in the opinion of the Tyre Administrator (who may consult with representatives of Michelin), is not brand new.

5.18.3 In the case of a new Driver joining a Team or a Driver moving to a new Team after their first Formula BMW Europe Official Test of the year, the number and type of tyre permitted for use remains as per Regulation 5.18.2.b. However, for tyres carried forward from a previous Meeting or Official Test, the Team may nominate tyres that

were nominated for any of the Drivers in their Team at any previous Meeting or Official Test in which they participated, up to the maximum number permitted.

5.18.4 Tyres may not be exchanged once they have been selected and recorded by the Tyre Administrator, unless a tyre has verifiable damage that can be traced to the production process or is due to an accident. The Chief Scrutineer or the Assistant Chief Scrutineer are the only people empowered to decide whether the relevant tyre may be exchanged. Any replacement tyre should have approximately the same amount of wear as the tyre it is replacing. In this matter, the decision of the Scrutineer shall be final.

5.18.5 At each Meeting, the Tyre Administrator has the right to impound tyres before, between and after the Qualifying Session and Races using the following procedure:

Impounding of Tyres

a) The Competitor will select their Slick tyres in accordance with Regulation 5.18.2.a. The Competitor will then be responsible for moving these tyres to the Tyre Impound Area within 10 minutes of their tyres being released from the Michelin area. At the discretion of the Tyre Administrator, Team members may be given access to the Michelin Area and/ or the Tyre Impound Area to adjust their tyre pressures, measure their tyres and add their own markings to their selected tyres in the 30-minute period prior to the time stated for release of tyres.

b) All nominated tyres must be returned to the Tyre Impound Area by the Team within 30 minutes of the showing of chequered flag for Free Practice, and within 30 minutes of the release of Cars from Parc Fermé following the Qualifying Session and the first Race of the Meeting. Upon return, tyres may be checked by the Tyre Administrator and will be retained in Tyre Impound Area.

c) The only exception to point b above is on any occasion that the Car concerned is not in the possession of the Team. For example, this could be because of in-depth examination of the Car by the Scrutineers or an on-track incident that has resulted in the Car not being returned to the Team in time. In this case, tyres must be returned to the Tyre Impound Area at the earliest possible opportunity and the Tyre Administrator will set the time for this.

Release of Tyres

a) Tyres will be released for collection from the Tyre Impound Area 60 minutes prior to the scheduled starting time for the Free Practice Session, Qualifying Session and Races unless a different time is advised by Bulletin.

b) The responsibility for collecting the tyres and refitting them to the Cars rests with the Competitor.

5.18.6 There is a free choice as to the number of Wet Weather tyres. The only Wet Weather tyres permitted to be used at any time must be in the original profile of the tyre described in Regulation 5.18.9. The mounting position (direction) indicated on Wet Weather tyres must be respected.

5.18.7 Any chemical and/or thermal and/or mechanical treatment of the tyres is prohibited. Clearing pick-up from Slick tyres with a heat gun and/ or manual accessories, such as scrapers, filler knives, etc., is permissible. It is not permissible to subject Wet Weather tyres to mechanical processing. Any action for increasing or decreasing the temperature of the tyres in the Assembly Area, in the Pit Lane or on the Grid before the start of or during Free Practice, Qualifying or a Race is not permissible. Covering the

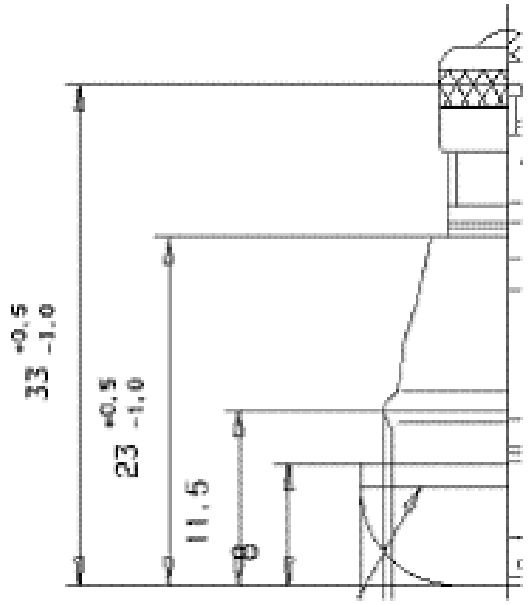
tyres on the Grid is not permitted. Tyres may only be filled with compressed air of atmospheric composition or nitrogen.

Competitors may only have the Slick tyres that have been nominated for use by their Driver(s) at that Meeting in their possession in the Assembly Area, Grid, Pit Lane and Parc Fermé Area at each Meeting and Official Test.

Slick tyres on a car must be mounted in such a way that the Michelin branding and bar code are clearly visible from the outside.

Only rubber tyre valves, which are approved for motorsport use, with a maximum length of 33mm +0,5mm/-1,0mm are permitted for use (as detailed in Figure 10). Valve caps must be fitted at all times whilst the Car is on the Track.

**Figure 10**



5.18.8 Before tyres are released to Competitors, a sample may be taken out of the defined tyre stock for that Meeting. Gas-proof containers will be used for these tyre samples. Three containers will be filled and remain as follows:

- one container for the Chief Scrutineer for analysis.
- one container for the Organisers of the Meeting.
- one container for the Tyre Supplier.

Each container will be labelled and sealed.

At any time during the Meeting, the Chief Scrutineer may take tyre samples from the Cars. Gas-proof containers will be used for these samples. Three containers will be filled and remain as follows:

- one container for the Chief Scrutineer for analysis.
- one container for the Organisers of the Meeting.
- one container for the Competitor.

Each container will be labelled and sealed.

Analysing of samples will usually take place at the Meeting. A gas-chromatograph is amongst the analysing equipment that may be used.

5.18.9 Tyres:
Manufacturer: Michelin

| | front | rear |
|---|---|---|
| Slick tyres | 20/54-13 – S308 | 22/54-13 – S400 |
| Wet Weather tyres | 20/54-13 – P304 | 22/54-13 – P400 |

5.18.10 Rims:
Manufacturer: OZ Racing

| front 8x13 | rear 10x13 |
|---|---|
| P no. 7772 260 | P no. 7772 261 |

5.18.11 A breach of any part of this Regulation 5.18 may render the Competitor (or the Team or Driver individually) liable for one or more of the following penalties issued by the Stewards (for Meetings) or the Organising Committee (for Official Tests):

- A Warning.
- A Fine of up to a maximum of €10,000.
- Forfeiture of points in the Driver and/ or Team classification even if this results in a negative score.
- Exclusion from the Qualifying Session or Race results.
- Exclusion from the Meeting.
- A ban from participation in a future Official Test or Tests.
- Refusal of entry for Formula BMW Europe from the next Meeting.
- Exclusion from Formula BMW Europe and, in the case of a serious breach, exclusion of the party concerned from all BMW Championships/ Series worldwide for a period of up to a maximum of two years.

## 5.19 Dimensions of the Car

5.19.1 The dimensions of the Car are listed in the Appendix A, Sketch 1. The specified values must be regarded as maximum values.

## 5.20 Aerodynamic Devices

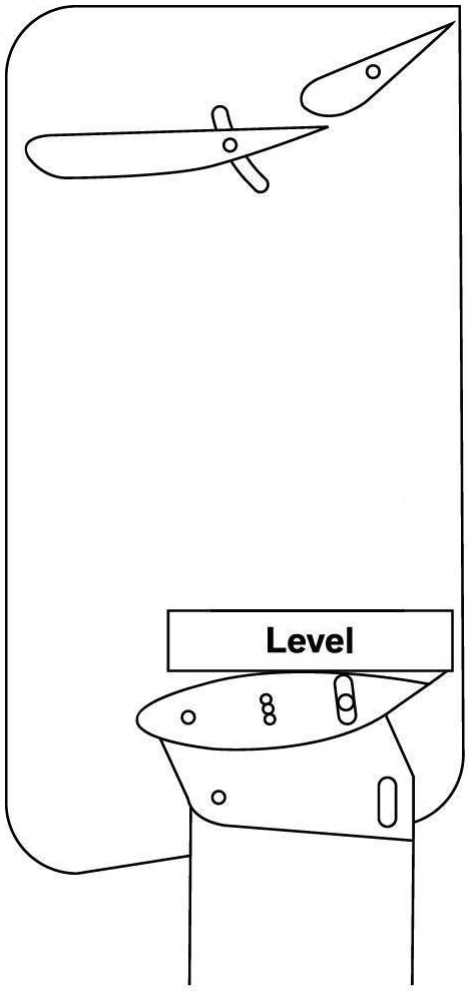
5.20.1 The angle of the main profile of the front wing may be adjusted by the addition of washers on the main profile. However, at all times at least one part of the main profile must touch the front wing mounts.

5.20.2 The angle of the rear wing is defined as follows:

Lower rear wing profile: 0° (± 0.5°)

The angle of the rear wing is measured with reference to the monocoque reference area in parallel with the longitudinal axle of the Car (as displayed in Figure 11 below). The monocoque reference area is the highest surface of the monocoque in the cover area of the roll hoop. The instrument for taking angular measurements is positioned in parallel with the longitudinal axis of the Car.

**Figure 11**




5.20.3 Adjusting the flaps of the front and rear wings is permitted in the standard designated area. Additional holes must not be made. The flaps must remain attached to the Car in the correct location and orientation.

Modification of the original wing mounting brackets or the associated wing mounting holes in the front nose/crash box is prohibited.

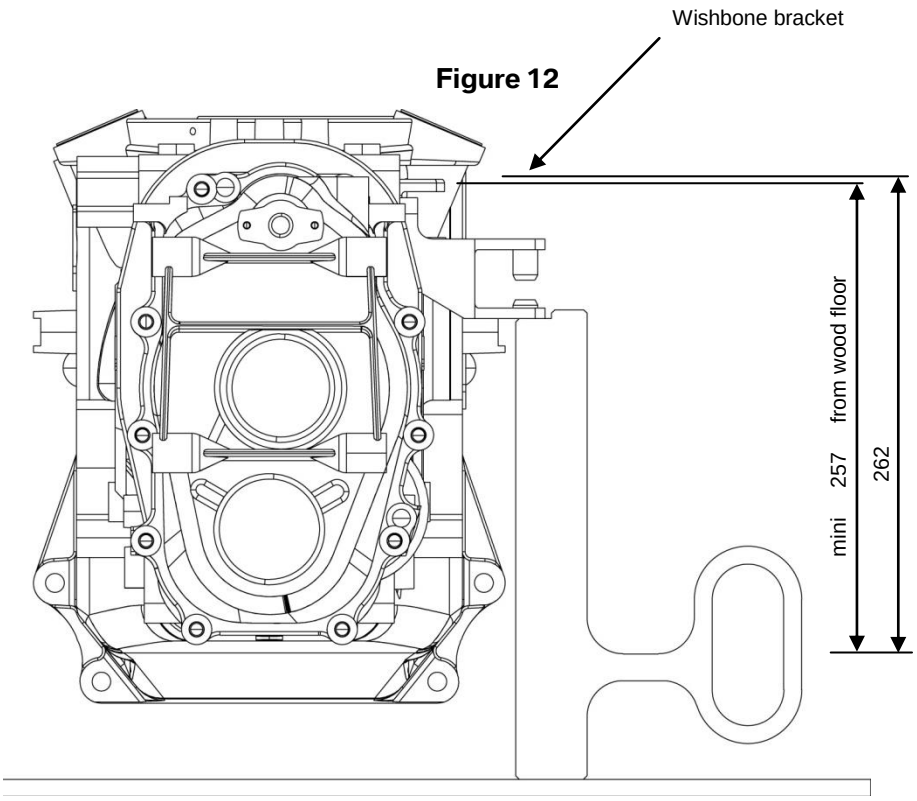
The profiles of all wing surfaces may not be altered in any manner.

Taping over of bodywork fasteners is allowed to ensure retention. Tape is not allowed to cross over the seams of any adjacent bodywork panels including the seam between the body panels and the monocoque.

Except under Regulation 5.25.1, it is prohibited to seal the bodywork against the monocoque. Teams are permitted to use a silicone-type sealant against water entry between the front splitter and the monocoque and the front wood floor. It is forbidden for the silicone to extrude from the seam resulting in an aerodynamic surface change. No fillet radius may be present.

5.20.4 The distance between the top surface of the rear gearbox wood floor (P no. 7751 327) and the bottom horizontal surface of the rear upper wishbone bracket (P no. 7772 095) must have a minimum distance of 257 mm (as shown in Figure 12). This distance is measured along a perpendicular line projected vertically downward from the horizontal lower surface of the specified rear upper wishbone bracket to intersect with the top surface of the gearbox rear wooden floor. To adjust the floor height, a gauge can be borrowed from the Chief Scrutineer at a Meeting.

**Figure 12**




5.20.5 Throughout a Meeting, any covers, protections or other devices that in any way conceal any part of the bodywork of the Car or any component with an aerodynamic function are forbidden at any time in the Assembly Area, Pit Lane, Grid or Parc Fermé, except if it

is necessary to protect the Car from rain and/ or it is specifically allowed for elsewhere within these Regulations.

## 5.21 Data Transmission and Electrics

5.21.1 Competitors must fit, at their own cost, the mandatory Racecom voice radio communication system in each of their Cars and ensure that it is fully operational throughout each Meeting. This voice radio communication system between Car and Pits must be stand-alone and must not transmit or receive other data. All such communications must be open and accessible to both BARC and BMW.

This system must be fitted in accordance with the instructions provided by Racecom and using the installation kit provided by them. The connector for the Driver's head set to the Car system is permitted on the monocoque (clamp) or on the driver's shoulder belts. The webbing for the shoulder straps may not be pierced in any way to fit the connector.

Only the following connections to the voice communication system are permitted:

- power;
- push-to-talk line;
- audio to and from the driver's helmet;
- control lines to reduce the audio level feed to the Driver when the engine is off;
- antenna.

5.21.2 Telemetry: The use of any telemetry system or other information exchange system permitting data transmission from a moving car to the Pits or vice versa is forbidden. No signal of any kind may be transmitted between a car in motion and anyone connected with the Car or Driver, with the exception of those devices and/ or equipment installed under Regulation 5.21.1, under the control of the Stewards or Timekeepers for official purposes and equipment installed under Regulation 3.45.5. Failure to comply with this Regulation may result in the Car(s) concerned being excluded from the Meeting.

5.21.3 Laptimer: A laptimer is by definition not a component of a telemetry system but serves exclusively to record or evaluate lap times. The laptimer must be attached under the engine cover on the partition between the engine compartment and the fuel tank.

Other laptimers apart from the timer included in 2D data recording must be appraised by the Chief Scrutineer and may be approved by him.

5.21.4 Data Recording: Only the data acquisition system that is part of the Car's original equipment is authorised:-

Manufacturer recording unit: 2D Datarecorder (P no. 7772 664 or 7772 178)

Sensors: Wheel speed, front axle (1 sensor, P no. 1164652)
Throttle setting (1 sensor, P no. 1461852)
Steering angle (1 sensor, P no. 7772421)
Oil temperature (1 sensor, P no. 1405667)
Water temperature (1 sensor, P no. 1405667)
Oil pressure (1 sensor, P no. 7749011)
Fuel pressure (1 sensor, P no. 7772800)
Brake pressure (2 sensors, P no. 1164458)

Spring travel (3 sensors, P no. 7772421)

Gear potentiometer (1 sensor, P no. 7772 244)

Additional logged channels:

- Engine revolutions per minute (RPM);
- Battery voltage;
- Latitudinal acceleration;
- Longitudinal acceleration.

The configuration of the data acquisition system must be as supplied by BMW and may be updated by BMW at any time.

The optional use of one from the two brake pressure sensors (part no. 1 164 458) for recording the clutch pedal travel is permitted during Official Tests and Free Practice Sessions only.

The Chief Scrutineer and Assistant Chief Scrutineer reserve the right to download and access all data at any time during a Meeting or Official Test. Any Competitor not allowing full access to the system and/ or withholding, removing or manipulating data will be deemed to have breached the Technical Regulations.

5.21.5 $M^3$ Box Readout Extension: The readout extension cable (P no. 7751 256) to connect to the engine memory unit ($M^3$ box) is mandatory and must be installed in the cockpit to be accessible for readout by a Formula BMW Technician.

5.21.6 Electrical looms: Only BMW may carry out repairs to the electrical looms in each Car. These may be undertaken after preliminary scrutineering by a Formula BMW Technician. Authorised repairs will be identified as such by hologram stickers. Electrical looms that show evidence of independent repairs having been carried out and/ or where manipulation cannot be excluded will be deemed to be a breach of the Technical Regulations.

## 5.22 Driver's Racewear

5.22.1 Drivers taking part in Official Tests and Meetings must always wear clothes (including flame-resistant long underwear, balaclava, socks, gloves and shoes) conforming to the 2010 FIA International Sporting Code.

All items of underwear and the balaclava must be to manufacturer specification (e.g. no cutting of the fabric or embroidery on the fabric). Embroidery sewn directly onto the race suit shall be stitched on the outermost layer only, for better heat insulation. Backing material of badges and thread used for fixing them to the race suit must be flameproof (see Appendix 1 of the FIA 8856-2000 Standard for detailed requirements and instructions for use).

5.22.2 Only helmets that are specified in the 2010 FIA International Sporting Code for the use of HANS may be used. Please refer to the FIA website, www.fia.com for a list of approved helmets and clarification on clothing standards.

5.22.3 The use of head and neck support systems (HANS®) according to the 2010 FIA International Sporting Code, and marked with the FIA-label Standard 8858-2002, is mandatory. The HANS® anchors must also be marked with an FIA 8858-2002 marking. The helmet tether anchorages and their mounting must be certified by the manufacturer.

## 5.23 Competition Numbers on the Car

5.23.1 The competition numbers must be affixed to the front damper cover panel and to the end plates of the rear wing on each side of the Car. Only the competition numbers issued by the Organising Committee may be used. A detailed diagram including measurements for positioning the competition numbers and other official sponsor logos is included in Appendix A, Sketch 1.

### 5.24 Heat Protection Measures

5.24.1 The thermal insulation of cables or surfaces (e.g. brake cables, electrical looms, hoods, etc.) is permissible. Insulation panels must be flush with the surfaces they are attached to. The original heat protection material must be maintained in the original condition, size and shape as originally delivered.

### 5.25 Cooling

5.25.1 The original cooling hoses supplied may be changed for other hoses with the same specifications for temperature and pressure strength. The operation of the cooling system may not be changed or modified in any manner. The use of the supplied original radiator screens in their original configuration is mandatory.

Covering for the cooling air intakes is only allowed on the radiator or the grills. It is not permitted to use tape to cover the aperture.

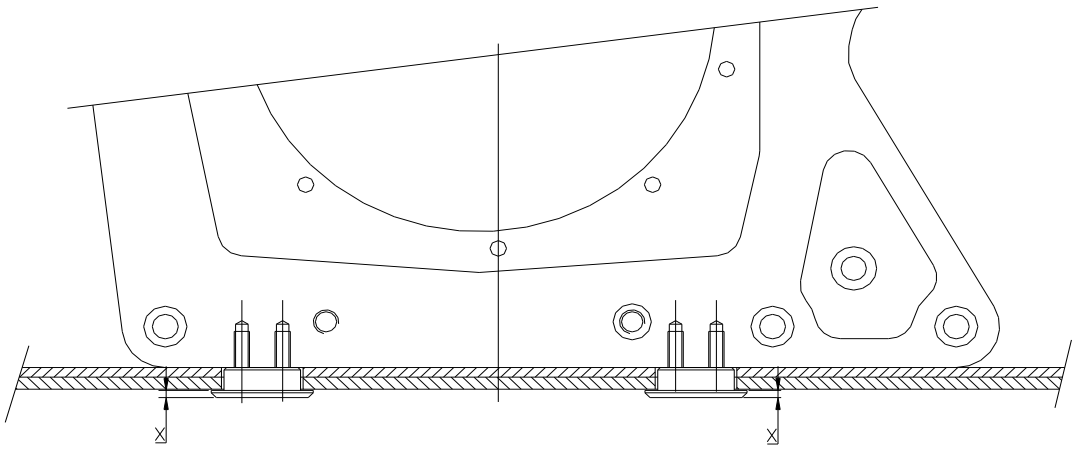
To ensure a good working cooling-system and eliminate leakage it is allowed to seal the radiator air duct to the monocoque with soft black tape as described in the User Manual. No modification or alteration of the cooling duct opening is permitted.

5.25.2 Only water may be used in the cooling system. No additives are permitted.

### 5.26 Skid

5.26.1 The Mygale logo and etched part number (7772 231) must be legible on the Skid block. At all times during a Meeting, each skid block must have an excess length (X>0) to the floor (as shown in Figure 13). If either skid is worn in a manner that it is no longer holding the floor in a captive manner, then the installation will be considered to be non compliant.

**Figure 13**

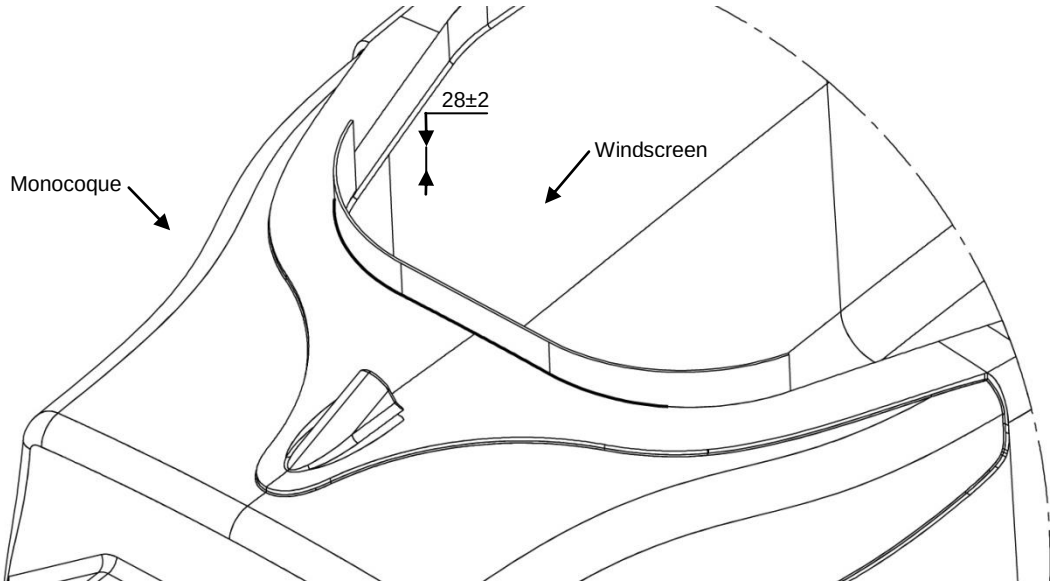



## 5.27 Windscreen

5.27.1 The height of the windscreen above the monocoque must be 28mm +/-2mm (as indicated in Figure 14).

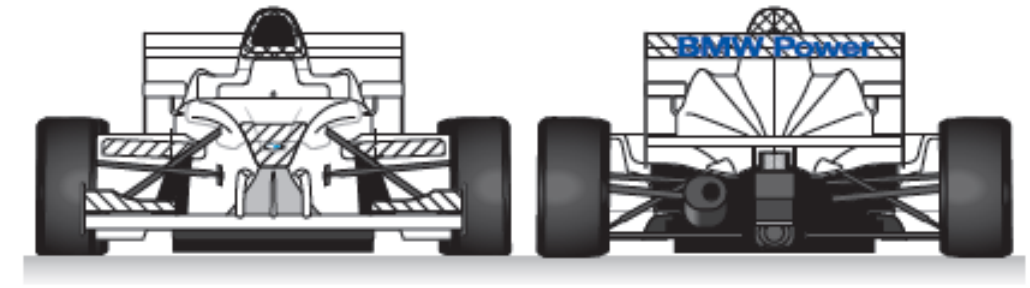
To ensure that this measurement can be achieved on all Cars, windscreens without drillings can be purchased from the Spare Part Sales.

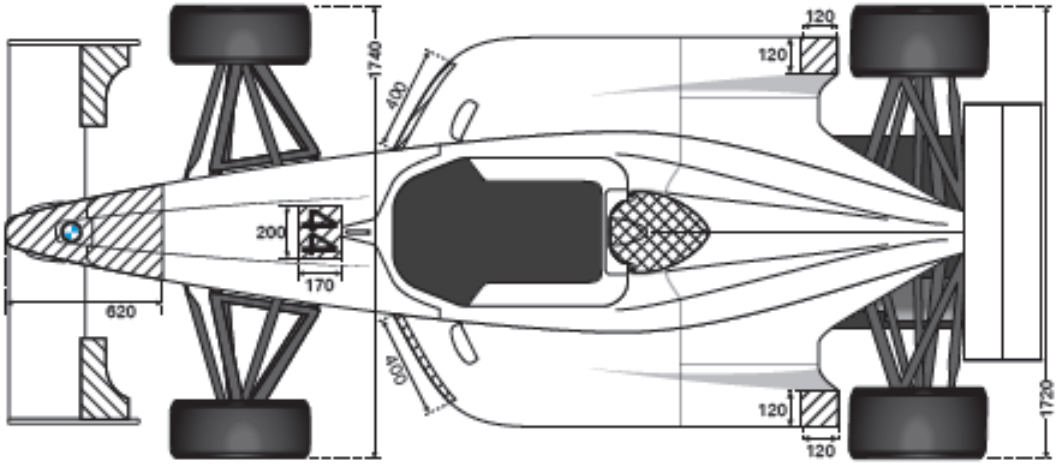
**Figure 14**

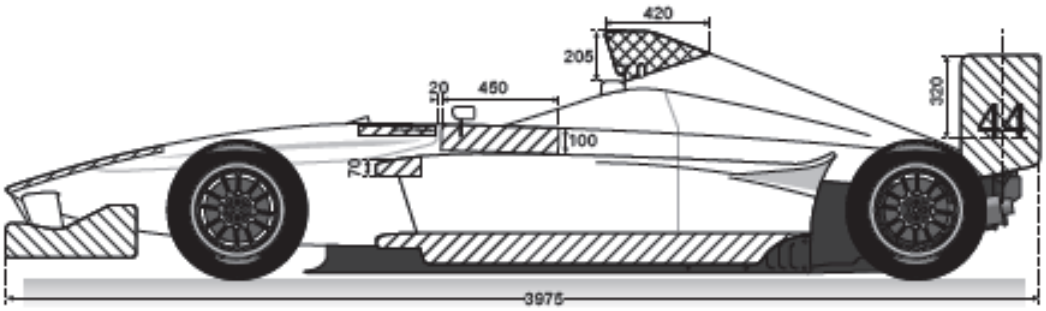


# Appendix A

### Sketch 1 – Car Dimensions and Livery:



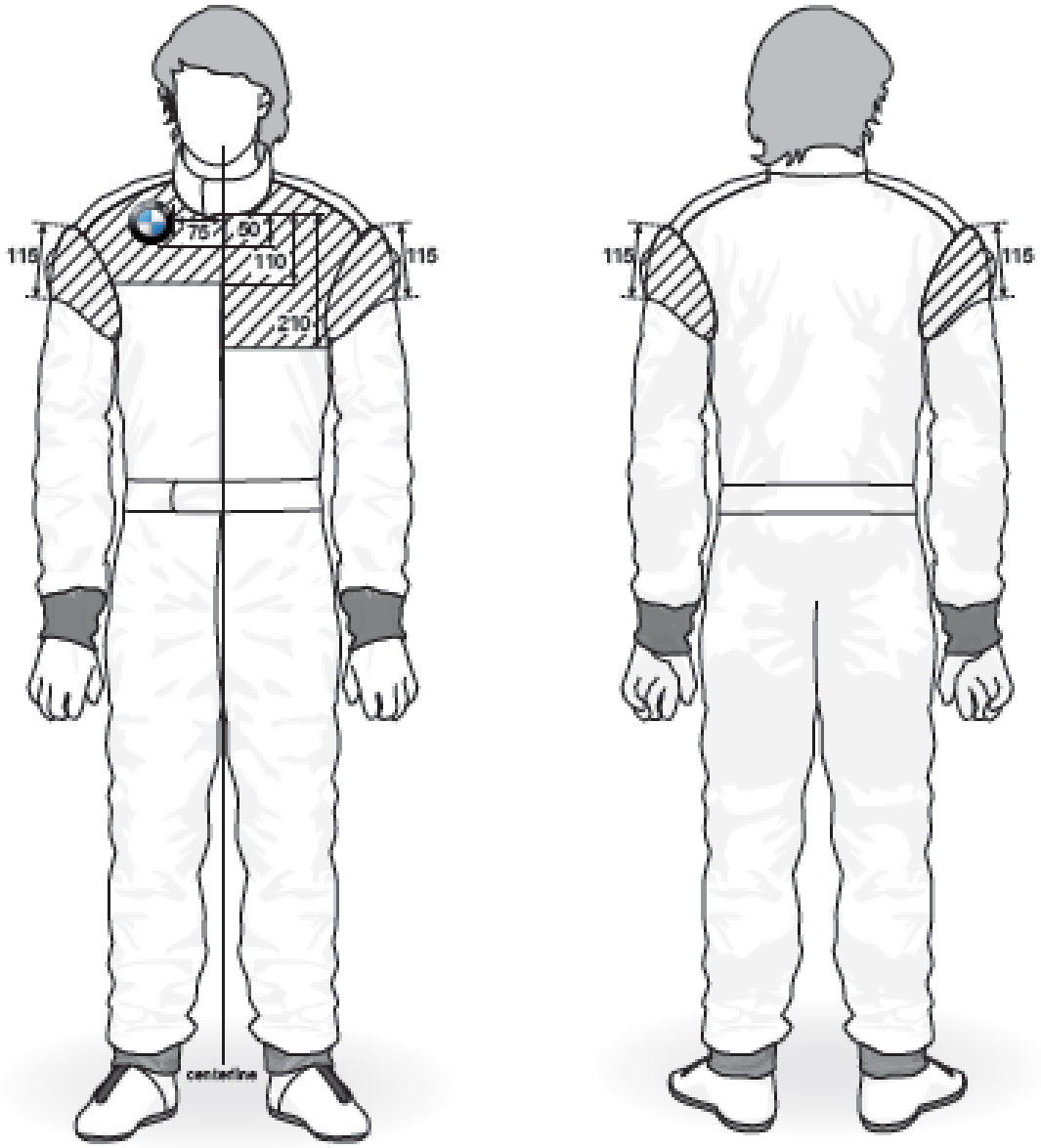




☒ Official area series partner (colour predefined by BMW)
☒ Official area series partner (basic colour free, lettering white, black)
☒ National flag

All dimensions in mm. Area specifications are the same on the other side of the vehicle.

**Sketch 2 – Race Suit:**




☑ Official area series partner

All dimensions in mm. Decals and badges have to be attached to the provided templates.

# Appendix B

## CONTACTS

### Series Manager:

Adrienne Watson
BARC
76 Wappenham Road
Helmdon
Brackley
Northants. NN13 5QA
United Kingdom
Tel: +44 1295 760 742
Fax: +44 1295 768 742
Mobile: +44 7850 388 389
Email: adrienne.watson@partner.formulabmw.com

Adrienne will answer all questions regarding the regulations and operations issues and enquiries to the Organising Committee should be referred to her.

### BMW Project Manager:

Matthias Schepke
BMW Motorsport
Anton-Ditt-Bogen 20
80939 Munchen
Germany
Tel: +49 89 382 78416
Fax: +49 89 382 21975
Mobile: +49 176 601 78416
Email: matthias.schepke@bmw-motorsport.com

Matthias will answer all questions regarding promotional, marketing, advertising, hospitality and BMW-specific issues.

### Sales Racing Cars & Spare Parts

Wolfgang Broesel
Tel: +49 89 382 49312
Fax: +49 89 382 28265
Email: wolfgang.broesel@bmw-motorsport.com

### Chief Scrutineer:

Trevor Johnson
Tel : +44 7899 892852
Email : trevorjbjohnson@gmail.com

**Chief Technician:**

Klaus Neuber
Tel: +49 89 382 31678
Fax: +49 8122 567 610
Email: klaus.neuber@bmw-motorsport.com

**Press Officer:**

Ann Bradshaw
Mobile : +44 7713 317006
Email : abc@annieb.co.uk

**Mygale Spare Parts Sales:**

Spare Parts Sales
Mygale
Technopole
58470 Magny-Cours
France
Tel: +33 386 2186-21
Direct Tel: +33 386 2186-26
Fax: +33 386 2186-22
Email: spareparts@mygale.fr

**Racecom:**

Racecom
Tel: +49 621 440 7944
Fax: +49 621 400 687 53
Email: info@racecom.de

**Tyre Supplier:**

Bardi & Company
Vle Boccaccio 12/a
I-57100 Livorno
Italy
Tel: +39 0586 858-22
Fax: +39 0586 858-460
Email: bardicom@bardiracing.com

**Steering Wheel Conditioning:**

TBC

**ZF Sachs AG:**

Sachs Race Engineering
Ernst-Sachs-Strasse 62
97424 Schweinfurt
Germany
Tel: +49 9721 98-2739 (Christian Fuglein)
Tel: +49 9721 98-2531 (Udo Kalb)

**2D Data Supplier:**

2D Datarecording
Alte Karlsruherstrasse 8
76227 Karlsruhe
Germany
Tel: +49 721 94485-14
Fax: +49 721 94485-29
Email: kretzer@2d-datarecording.com

**Schnitzer Automobile Technik:**

Harald Waldherr
Görlitzerstr. 2a
83395 Freilassing
Germany
Tel: +49 86 544 951 19
Fax: +49 86 541 744